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Extra Loud
Tungstone Needles.

The China Mail.

ESTABLISHED 1823

Humidity 94

August 8, 1921, Temperature 83

August 8, 1921, Temperature 75

Barometer 39.68

Rainfall 0.25 inch

Humidity 94

August 8, 1921, Temperature 83

No. 18,331.

一月八日

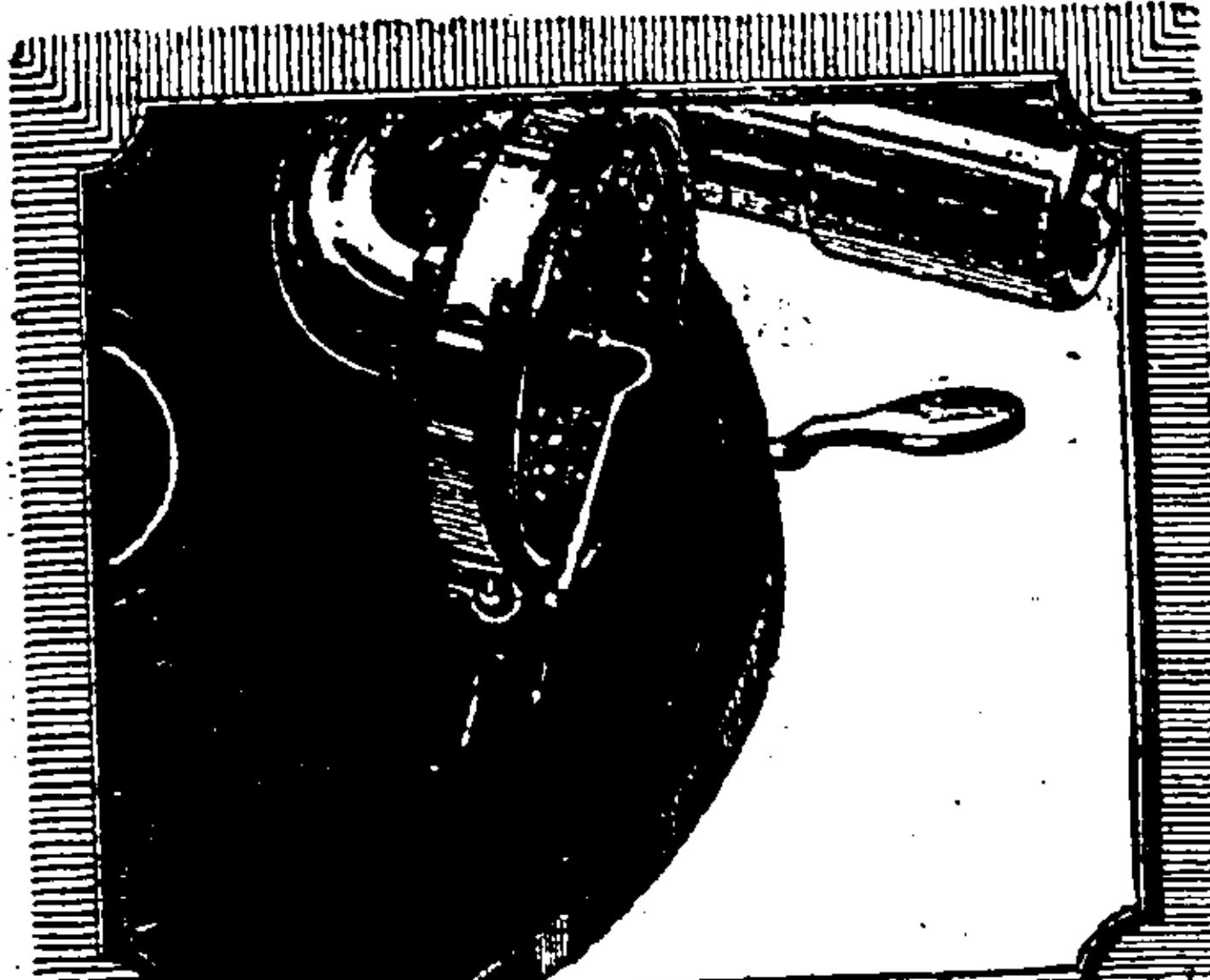
英一千九百二十二年八月八日

HONGKONG, MONDAY, AUGUST 8, 1921.

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NEW EXTRA LOUD TUNGS-TONE STYLUS

For dancing or for other occasions, when great volume of tone is desired—with no injury to your records.

Like the Soft and the Full, this Extra Loud Tungs-tone seldom needs changing. A package of 4 should play 1000 records.

We recommend all three Tungs-tone Stylus for your Victrola.

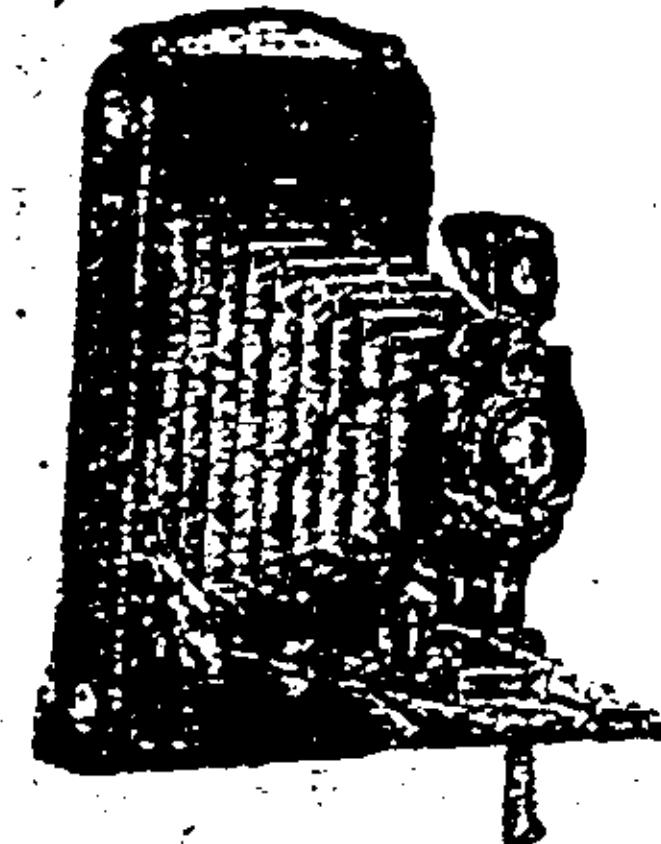
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Paris.

Parfums	
Champs Elysees	\$1.20
1/2 Elyse Bleue	1.00
Eau De La Paix	1.00
Quand Vient l'Ete	1.00
Vague Boucavie	1.00
Une Rose	1.00
Fond Troubles	1.00
Passion	1.00
Fragrance, Large Bottles	1.50
Arros 1/2 Onde, Large Bottles	1.50
Sillage, Large Bottles	1.50
Le Bon Vieil Temps, Large Bottles	1.50
Jasminide	1.50
MI Mai	1.50
Almond, Small Bottles	1.50
Arros 1/2 Onde, Small Bottles	1.50
Sillage, Small Bottles	1.50
Le Bon Vieil Temps, Small Bottles	1.50
Le Mouchoir de Moulinot	1.50
Le Voleur de Mademoiselle	1.50
Spaethie, White, Pre-decor.	1.50
Spaethie, White, Marquise, et Bouquet des Heureuses	1.50

J. ULLMANN & CO., Hongkong.

SOLE DISTRIBUTORS

TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

SINN FEIN AMNESTY.

MCKEOWN'S DETENTION CAUSES GRAVE SITUATION.

THE TRUCE THREATENED.

LONDON, August 7.
The Government's decision to release all the members of the Sinn Fein Parliament except McKeown who was convicted of murder has created a grave situation in Ireland. Dail Eireann sat for a late hour on Saturday after which it was authoritatively declared that unless McKeown was released there was a possibility that Sinn Fein would almost immediately terminate the truce. It is understood that telegrams have been exchanged between Sinn Fein and Downing Street and that a special committee has been despatched from Dublin to Mr. Lloyd George.

PASSENGER STEAMER SINKS.

TWO BOATLOADS OF SURVIVORS PICKED UP.

OVER 40 LIVES LOST.

SAN FRANCISCO, August 7.

The passenger steamer "Alaska" has been sunk off Eureka, California. Two boatloads of survivors have been picked up. A steamer is standing by. The loss of lives is not yet known. There were over 200 passengers on board.

LATER.

Twenty-six passengers 16 members of the crew of the "Alaska" are missing.

SUPREME COUNCIL.

MOMENTOUS MEETING IN PARIS TO-DAY.

MANY THORNY PROBLEMS.

LONDON, August 7.

Preparations for the opening of the momentous meeting of the Supreme Council in Paris to-morrow are almost complete. Mr. Lloyd George, Earl Curzon, Sir Robert Horne and other members of the British delegation, also the Japanese Ambassador left Victoria for Paris this morning. A large crowd loudly cheered the Premier. Colonel Harver, the American Ambassador to London, is already in Paris, while Mr. Gouraud, Signor Bonomi, the Finance Minister, Signor Soleri, and the foreign Minister, Signor Deliatoretti, are proceeding from Rome.

Apparently the Council will have a heavy programme, including not only Silesia but the abolition of the penalties, the trial of German war criminals, the Near Eastern question, the provisioning of Russia, the financial position of Austria and the question of allowing Germany to construct aircraft for civil purposes.

MEXICO'S OIL PROBLEMS.

LEGISLATION FOR IMMEDIATE SETTLEMENT.

Mexico City, August 7.

A committee representing the majority party of the House of Representatives has submitted to President Obregon proposals for legislation for the immediate settlement of Mexico's oil problems. The President is sending the Chamber a list of modifications to the proposals. He suggests that the proposals should include a statement that the article of the Mexican constitution nationalizing petroleum deposits should not be retrospective.

COLONEL IRONS DEAD.

ROME, August 7.

Colonel Irons died at the Hotel Coccunella at Sorrento.

FRANCE CAPTAIN ASSAULTED.

DISMISSAL OF POLICE CHIEF DEMANDED.

PARIS, August 5.

The French High Commissioner in Berlin has requested the German Government to institute criminal proceedings against the man who assaulted the French Captain Langevin, and to dismiss the police chief as an abettor. —Hans.

NAVAL STOREHOUSES DESTROYED.

STOCKHOLM, August 8.

Between one and two million kroner damage was done by a fire which destroyed storerooms in the naval dockyard.

INDIAN FLOODS.

VILLAGES SWEEP AWAY.

KARACHI, August 8.

Unprecedented floods in the district of Malir have caused very extensive damage. Villages have been swept away, cattle have perished, and crops have been destroyed. Ten persons have been killed and numerous are homeless.

HIGHWAY ROBBERY.

PLUCKY GIRL CHASES THIEVES.

TWO MEN ARRESTED.

A few hundred yards from the Kowloon Dairy Farm, Miss Julia Atwee was yesterday attacked while walking home in Old Yimtau by two men, one of whom threatened her with a dagger, while the other relieved her of a gold watch, pocket knife and a diamond ring. The robbers then ran off. During the alarm, Miss Atwee shot one of the

THE DOLLAR.

Today's closing rate 2.9 7/8
Today's opening rate 2.9 1/8

SPECIAL CABLE.

SHANGHAI HEAT WAVE.

ANOTHER FOREIGN VICTIM.

FRENCH POLICE CHIEF DEAD.

[China Mail SPECIAL.]

SHANGHAI, Aug. 8.

The latest foreign victim of Shanghai's heat wave is Mr. E. Latray, chief of the French police at Zikawei. Mr. Latray, who had had 24 years' police service here, was admitted to hospital suffering from abdominal trouble. This aggravated by the extreme heat led to death.

MEAN AND DASTARDLY.

INDIAN ROBS LITTLE CHINESE GIRL.

TWELVE MONTHS FOR EARRING SNATCHING.

For a "mean and dastardly" act Magistrate Lindsell on Saturday passed sentence of twelve months' hard labour and ten strokes of the birch on an Indian charged before him with having snatched a tiny gold earring from an 11-year old Chinese girl in Pudding Street.

The child was walking near Blake Pier at 7.15 on Friday evening, when the accused, who was alleged to have come up from Kunming and snatched the earring from her ear with a violence that badly hurt the ear.

According to the police, accused was drunk when brought to the station. Accused admitted that he had had some liquor, but said he did not remember anything about the affair.

In passing the sentence mentioned above, the Magistrate said:

"Drunkenness is no excuse for a crime of this sort. It is a mean and dastardly act."

LIEUT-COL. LORING FAREWELL.

Before he left for Home by the P. and O. s.s. "Kaiyuan" on Saturday Lieut-Col. W. Lovell C.M.G., D.S.O. who recently relinquished command of the Royal Artillery in Hongkong was warmly farewelled by the officers of the Royal Artillery and a large gathering of other friends. Headed by the drums and pipes of the H.K.S.R.G.A. a procession was formed at Garden Road and the officers of the Regiment drew their late chief in a motor car down Garden Road to Mayry Pier where a large crowd of civilians and officers had assembled to wish Col. and Mrs. Lorng bon voyage.

Among those present on Mayry Pier were: Major General Sir G. M. Kirkpatrick, G.O.C., Lady and the Misses Kirkpatrick, Colonel Humphrey, Colonel Davy, Colonel Nicholson, Colonel Wyndham, Colonel Cross, Major Edwards, Major Young and Capt. Fisher, A.D.C., the Hon. Dr. Claud and Mrs. Severein, His Honour Chief Justice Gomperts, Mr. R. Hancock and many others. The Officers of the Regiment present to say farewell to their late chief were Lieut-Colonel Sanders, Major Hickling, Downing and Bignall, Capt. Oliver, Nod, Murphy and Bewitt, Lieuts. Fox, Mortimer, Lovegrave, Mockridge, Bosavan, Wilde, Birmingham, Graham, Bigg, Davitt, Chester and Subadar Major Khan Singh.

Vice-Admiral Sir Alexander L. Duff, K.C.B., Commander-in-Chief of the China Station, has been promoted to the rank of Admiral. Sir Alexander, who had a most distinguished career in the Royal Navy, and earned his knighthood in the Great War. He will now vacate the command of the China Station, it being a Vice-Admiral's command, unless it be raised to an Admiral's command. Admiral Sir Alexander Ludovic Duff, K.C.B., was present at the Beaufort of Jutland as a Rear-Admiral in the Grand Fleet. When Vice-Admiral became First Sea Lord in December, 1916, Admiral Duff accompanied him as Director of the newly-established Anti-Submarine Division. Later, he became Assistant Chief of the Naval Staff, in which post he was primarily responsible for the organization of the convoy system and other measures which were largely instrumental in defeating the submarine campaign. He had been Vice-Admiral of the China Station since 1919.

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SOLE AGENTS:

NEW FANCY TIES.

We have just received new ranges of Fancy Silk Open end Ties of which we give below a few numbers.

Very smart light Plaid Effects in Soft Ribbed Silk Ties, Light or Dark Grounds . . . \$3.00 each.

Fancy Coloured Diagonal Striped Ties on Dark Grounds. Newest & pleasing colourings . . . \$3.50 each.

Fancy Figured Foulard Silk Ties in the very largest assortment ever shown in the Colony. A really suitable hot weather Tie . . . \$3.00 each.

These are only three numbers of a very large selection of Ties now being shown by—

MACKINTOSH & CO., LTD. Men's Wear Specialists.

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FLETCHERS' PRICKLY HEAT LOTION

RELIEVES AND CURES THE MOST OBSTINATE CASES OF

PRICKLY HEAT.

OBTAINABLE ONLY AT

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TEL. 343. 22 Queen's Road, TEL. 345.

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HABANA CIGARS

"La Corona"

"Henry Clay"

"Bock"

17 different varieties
from 20 cts. to \$1.00 each.

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THE CHINA MAIL.

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AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

EARLIER TELEGRAMS.

(Reuters' Service to the China Mail)

IMPERIAL CONFERENCE.

LONDON, August 6th.—The official summary of the transactions of the Dominions Conference, which has been issued, emphasises the fact that discussions on foreign policy proved most fruitful. They revealed a unanimous opinion as regards the main lines and a deep conviction that the whole weight of the Empire should be concentrated behind united understanding and common action in foreign affairs. The means of circulating information from the Dominions were most carefully considered. It was unanimously held that the policy of the Empire could not adequately be representative of democratic opinion and its peoples, unless overseas representatives were frequently associated with the Imperial Government in determining the course to be pursued. All members of the conference were keenly appreciative of the value of this meeting, and urged that similar gatherings be as frequent as possible.

The Conference agreed that the reparation receipts be apportioned as follows: Great Britain, 48.85 per cent.; minor Colonies, 30 per cent.; Canada and Australia, 4.55 per cent.; New Zealand, .75 per cent.; South Africa, .00 per cent.; Newfoundland, 10 per cent.; and India, 20 per cent.

As regards the position of British Indians in the Empire, the following resolution was adopted: "The Conference reaffirmed that each community of the British Commonwealth should enjoy complete control over the composition of its own population by restricting immigration from any other communities, but recognises that there is an incongruity between the position of India as an equal member of the Empire and the existence of disabilities upon British Indians lawfully domiciled in some other parts of the Empire." In view of the opinion that, in the interests of the solidarity of the Commonwealth, it is desirable that the rights of such Indians as citizens should be recognised, the representatives of South Africa regret their inability to accept this resolution in view of the exceptional circumstances of the greater part of the Union. The representatives of India, appreciating the acceptance of the resolution, nevertheless feel bound to record their profound concern regarding the position of Indians in South Africa, and hope that, by negotiations between India and South Africa, a way may be found as soon as may be to reach a more satisfactory position.

It was resolved that no advantage would be gained by holding the proposed Constitutional Conference, which was recommended by the Imperial War Conference in 1917.

Although attaching great importance to continuous consultation, which will be obtainable only by improved communications between various parts of the Empire, the opinion was expressed that the overseas Premiers should aim at meeting annually.

Another resolution warmly thanked the English Premier and his colleagues for the large amount of time given to overseas Premiers, and declared that the meetings had clarified the lines of common action in Imperial and foreign affairs and still more firmly established the co-operation between the peoples of the Commonwealth.

LONDON, August 6th.—The address of the Imperial Conference to the King, after reaffirming their devotion to the Throne, say: "We were unanimous throughout our deliberations in the unanimous conviction that the most essential of the links binding our widely-spread peoples is the Crown. It is our determination that no changes in our relations with peoples nor governments should weaken the bonds of allegiance to the Empire and its sovereign. Knowing your Majesty's deep interest in your people's happiness we trust that our hours in this time of world-wide union may be satisfactory to you and conducive to the welfare and safety of your dominions as well as to the peace of the world. We pray your Majesty and the Queen may long be spared to enjoy the affection of your subjects and to see classes equally recovered from the strain and sacrifice of the war."

LONDON, August 5th.—Mr. Massey, the New Zealand Premier, reviewed by Reuter, declared that the information of Dominion Premiers was forthcoming, as the overseas Premiers, for the first time, had joined in the government of the Empire. The whole important matters were dealt with in a momentous decisions arrived at which would have far-reaching effect in the direction of Empire unity. "I am strongly of the opinion," he said, "that we have laid the foundations of a system which will develop into a satisfactory form of government for the Empire. When the public realises the importance of what had occurred, it will consider that the result had been good well done."

SUPREME COUNCIL.

LONDON, August 6th.—In announcing that the Ambassador, Samuel Harvey, proceeds to Paris to represent President Harding at the Supreme Council discussions, the American Ambassador declares that, while maintaining the policy of abstention from participation in European affairs, the American Government is deeply interested in the just settlement of matters of wide importance and desires help to co-operate in the deliberations over these questions. The statement adds that President Harding regards the effective recognition of equal commercial opportunity as essential to the restoration of normal activities throughout the world.

PARIS, August 6th.—The Supreme Council is likely to receive little assistance from the expert committee now assembled to discuss the partition of Upper Silesia. As they are convinced of the impossibility of arriving at a maximum agreement, they are decided to present their suggestion for all the solutions in the course of their deliberations with arguments for and against

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JUST received a large Consignment of (1) LACTOGEN the most digestible food for Infants which keeps good in quality during Hot weather (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptic (3) MILFORD-MCGRAVE FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days, and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

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Successor to
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MONDAY, AUGUST 8, 1921.

THE CHINA MAIL.

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

G. R.

THE Undersigned have received instructions to sell by Public Auction,

ON TUESDAY,

August 9, 1921, at 10 a.m.,
at His Majesty's Dock Yard,
Hongkong;

A Quantity of
Packing Cases, Wooden Caaks,
Wood from Packing Cases
And

Firwood, &c., &c.

About 60 lots.
On view from Monday, 8th inst.

Terms:—Cash on delivery.
HUGHES & HOUGH,
By Appointment Auctioneers to the
Admiralty.

Hongkong, August 4, 1921.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED)

ON TUESDAY,

August 9, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street;

A Consignment of

WHITE GOODS,

Comprising:—

Ladies' and Gent's Handkerchiefs,
Damask Table Cloths 60 and 63 inches
wide, Serviettes, Turkish and Huck-
back Towels, Bed Quilts, Bed Valances,
Bedspreads, Pillows, Cases, Cotton
Calico, Dishes, Tray and Glass Cloths,
Shirtings, Sheetings 72 and 90 inches
wide, Bed Sheets.

&c., &c., &c.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 3, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON TUESDAY,

August 9, 1921, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Vaux Road, Corner of
Ice House Street;

TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND TEAK-
WOOD TWIN BEDSTEADS,
CARPETS,
&c., &c., &c.

Comprising:—

Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Card and Occasional
Tables, Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables and Chairs, Washstands, &c.,
(joined Teakwood), Sideboards, Dinner
Wagons, Dinner Services, Crockery, &
Glass Ware, Cooking Stoves, Cutlery,
&c., Bath Room Utensils, Electro-plated
Ware, One American Ice Chest.

Electric Reading Lamps, Screens,
Sundry Blackwood Furniture, Chairs,
Cabinets, Pictures, Enamel Bath, &c.

Also

One Auto Piano by Rastner & Co.,
London, and 63 Rolls Music.
(Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 3, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON WEDNESDAY,

August 10, 1921, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street,
Without Reserve.

Block 50, Reversible Fancy Woolen
Blankets, to the order of Lai Cheung
unless delivery taken by August 9.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 2, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON WEDNESDAY,

August 10, 1921, at 12 Noon,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of Ice House Street,
300 Tins (1 lb. & 2 lb.)

Mixed Biscuits.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 2, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON WEDNESDAY,

August 10, 1921, at 12 Noon,
at their Sales Rooms, No. 8, Des
Vaux Road, Corner of Ice House Street,
300 Tins (1 lb. & 2 lb.)

Mixed Biscuits.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.

Hongkong, August 2, 1921.

WANT ADVERTISEMENTS
55 WORDS \$1 PREPAID.
Every additional word 4 Cents
for 3 insertions.

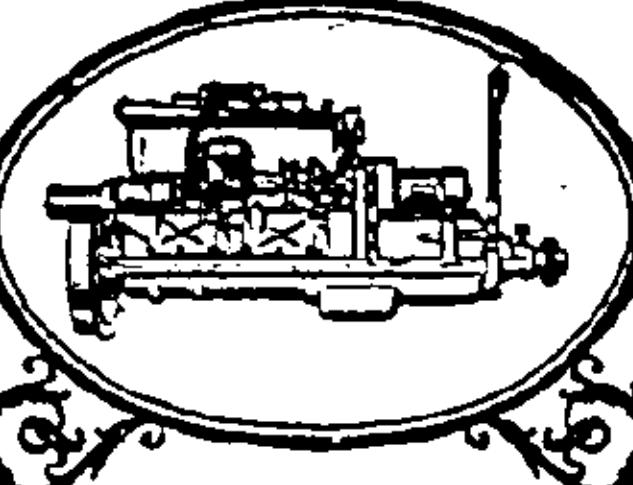
TO LET.

TO LET.—1st FLOOR, No. 16
Nathan Road, Kowloon. Apply
to Tsoo, Wai Shing Agency, No. 43
Queen's Road, East. Telephone No.
1031.

FOR SALE.

FOR SALE.—ONE or TWO LOTS of
LAND, in Jordan Road, Kowloon,
about seven minutes by Ricasa from
Ferry. For plan & further particulars
apply Box 1238, c/o "CHINA MAIL."

INTIMATIONS.



KERMATH

Standardized in Every Part

The Kermath Marine Engine has
been standardized ever since it
was built. Every part of every
Kermath is interchangeable.

When you want a part you
know exactly where to get it
from Kermath. It is easy to
keep a stock of parts in stock
for your immediate needs.

4 to 40 H.P. 4 cylinder, 4 cycle
Engines only.

Price: \$20-\$1,600. Detroit

Jardine, Matheson Co.,
SHANGHAI, CHINA.

Kermath Manufacturing Co.
Detroit, Michigan
Cable Address: KERMATH



KERMATH

A French Patent Application
has been made for the
Kermath Traction Engine.

It is now standardized
in every part.

TRY IT IN YOUR BATH

WATSON'S HOUSEHOLD AMMONIA

A. S. WATSON & CO., LTD.

Hongkong Dispensary,

PHONE NO. 16.

Wm. Powell Ltd.
TELEPHONE 346
LAST DAYS
OF
SALE
LADIES' SHOES TO CLEAR
A FEW PIECES OF ONE T VIYELLA—PLAIN
AND STRIPED OFFERED AT THE REDUCED
PRICE OF \$1.75 PER YARD.
THIS IS MUCH BELOW TO-DAY'S
PRICES—AND CANNOT BE REPEATED,
ONLY A FEW PIECES.

We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.
60, Des Voeux Road, CENTRAL

The China Mail.

SHUITE, JUSTICE, PUBLIC SERVICE.
HONGKONG, MONDAY, AUGUST 8, 1921.

TURKS, GREEKS, &c.

"The Devil was sick, the Devil a saint would be. The Devil got well, the devil a saint was he." After all, it is an old story, and group man behaves very like individual man. "The war to end war"—never again—and all the rest of the heartfelt and bona-fide cries of that sick time are forgotten as soon as the world fancies itself getting well again. Very devilish is the attitude we observe when we come to look at the situation in what at Home they call the Near and Middle East, the Turks, Greeks, Arabs, Churchillians, and other riffraff. The Allies did not play the game by each other from the first in this quarter, they were at cross purposes, they suspected each other of selfish plans, and in almost every instance the suspicion was well-founded. They are not co-operating now, except as circus clowns claim to co-operate, when they tug at apparatus being shifted by more purposeful men, and get in the way, and impede real work. There has been, and is, far too much tenderness for the Turk. In this matter the greatness of our Empire handicaps some of our statesmen. They have to regard what should be the relevant religious sympathies or prejudices of other peoples in the Empire. Presumably the Indian Mahometan adjudges the Turk in the right always, merely because he too professes Mahometanism. Apart from this weakness, it is a pleasure on Saturday we received a "communicated" article on this subject, good in itself, but the case for and against the practice has been so exhaustively put that we propose to make this the last reference to the

MUI TSAI.

After we had gone to Press on Saturday we received a "communicated" article on this subject, good in itself, but the case for and against the practice has been so exhaustively put that we propose to make this the last reference to the

subject, unless exceptional and at present unexpected developments arise.

The agitators at Home have gone as far as they can, and we hope it will be a lesson to our officials never again to attempt to suppress opinions as they tried to suppress the Hazlewoods.

The Chinese, in spite of some belittling reports of and comments on their public meeting have successfully shown that the case against them was exaggerated, and as a quite useful concession they have formed or are forming a society to discourage the "slave" notion and cruelty to children generally. One of their critics, anxious to discount the effect of their meeting, said it was not really representative of the mui tsai keeping class. That, obviously, strengthened its value, if people not concerned to defend their own conduct turned out impartially to defend a custom.

The contributor of the article before us is less unfair than some of their other critics. He dwells too much on the form of the questions debated, as they appeared in English translation. He ought to know that a Chinese proposition, quite logical in its original form, may easily look illogical or tricky when translated. His own argument (though true enough in intention) is none too logical. No Pei means male and female slaves. No are really slaves in perpetuity. Pei are not becoming free on marriage. Therefore pei are not the effect of his conclusion that "pei are not the same as slaves though they are of the same class." All this is threadbare, the facts well known and admitted. We meet again the horrid argument that because the servant is so exceptionally subject to the master (her only safeguard the wife's jealousy) seduction must follow. It would be just as fair to say that the undoubtedly subject of child to parent causes a risk of incest that must be removed. Again. The admission that there is a strong prima facie appearance of slavery in the mui tsai custom leads these people to say that the principle should count before expediency. Yet this one (a missionary) is willing to study expediency and temporarily sacrifice principle. The problem of the fate of the 15,000 mui tsai we have is to him simple. Leave them as they are, but make legislation to prevent others coming in!

LOCAL AND GENERAL

One case of paratyphoid fever and another of cerebro spinal fever, both Chinese, were reported on Friday.

Engineer-Commander A. Hill has been appointed to the cruiser "Curlew." Commander Hill was lately serving in home waters.

The engagement is announced of D. E. A. Wilson, elder son of Dr. D. Wilson of Bushey Heath, and Mabel, eldest daughter of E. A. Measor, of Bushey, formerly of Shanghai.

Messrs Hughes and Hough's auctions to-morrow include the sale of a consignment of white goods, a quantity of furniture and about sixty lots of packing cases, wooden cases, firewood, etc.

The late Mr. Alfred Woolley, of the city of Ripon, Yorks, and of Kobe, Japan, agent of the Peninsular and Oriental Co., who died on December 23rd last, left gross estate of £14,862.

Lieut-Col. Loring, C.M.G., D.S.O., and Mrs. Loring sailed for London by the s.s. "Kalyan," to-day. Col. Loring had been for several years in command of the Royal Artillery here, was closely identified with amateur theatricals in aid of charity, and an enthusiastic member of the Sketch Club, at whose monthly exhibitions his pictures always secured a prominent place.

Captain Harold E. Sullivan, D.S.O., who has assumed the command of the light cruiser "Curlew," China Station, in succession to Captain W. J. James, C.B., appointed Flag Captain to Vice-Admiral Sir Alexander L. Duff, K.C.B., Commander-in-Chief, earned his decoration at the Battle of Jutland, where he was second in command of the 11th Flotilla, and handled his half-command with much daring and ability in the thirty-three hours' fighting, including the night attack on the German line.

An application was made to Magistrate Orme by the police on Saturday for an Italian seaman from the s.s. "Silica," to be kept at the House of Detention until his departure for Italy by the s.s. "Trieste," on August 18. The accused who denied that he was a deserter, said he was ashore seeing the sights when the vessel left earlier than scheduled. When told that he would be kept in the House of Detention until his departure, the accused said that he would rather stay in a hotel, and the shipping company ought to pay the expenses.

The Magistrate could not vary his order, and the accused was duly committed to the House of Detention.

LOCAL AND GENERAL

STABBED TO THE HEART.

One case of plague, Chinese, was reported on Saturday.

The body of an unknown Chinese was found yesterday on a plot of waste ground in Dundas Street, near the steam laundry.

An advertisement in this issue announces that the Tabaqueira Filipina have made a reduction of 15 per cent on all smoking requisites.

In St. John's Church, Yunnan Fu, South China, by the Bishop of Victoria, on July 17. The Rev. E. S. Yu, B.A., L.Th. was ordained a priest, and the Rev. R. F. Lankester, M.A., a preacher.

The memorial stone at Fanling erected in memory of the members of the Royal Hongkong Golf Club who fell in the great war will be unveiled by H. E. the Governor on Sunday, August 14 at 5 p.m.

A Chinese widow living in First Street West Point, yesterday entrusted a man with \$30 in notes to change into Chinese 20-cent pieces. The man promptly disappeared with the money and a warrant has now been issued for his arrest.

H.M.S. "Malaya" is again coming to Eastern waters. When the Prince of Wales leaves for India towards the end of October he will travel in H.M.S. "Renown," and the "Malaya" will be in company to accommodate a number of military officers who are included in the large suite.

Lieutenant G. A. B. Hawkins joins the "Magnolia," China Squadron, at an early date. This officer joined the Navy twelve years ago, and served with much distinction in the late war, in the course of which he won a mention in despatches and the Distinguished Service Cross by act of great gallantry.

An elderly Chinese woman was yesterday removed to the Government Civil Hospital suffering from a wound in her head, alleged to have been received through a blow from a bottle in the course of a fight with another woman on the first floor of No. 23, New Street. The assailant has been arrested on a charge of having caused grievous bodily harm. The patient will be fit to attend Court in the course of the next couple of days.

The light cruiser "Hawke Effingham" sister of the "Hawkins" flagship of the China Station recently launched, has some points which the "Hawkins" does not possess. The "Effingham" and the "Frobisher" and "Raleigh" are all oil-burners, the "Hawkins" being fitted for both oil and coal-burning. The Admiralty decided in 1917 in favour of oil only, and the "Hawkins" was then too far advanced to make a change. There are some improvements, too, in the labour-saving appliances, but speed (30 knots,) and the armament (seven 7.5 in. guns) are practically identical.

The Rt. Rev. Bishop Bannister has informed the Archbishop of Canterbury of his desire to retire at the end of this year. Bishop Bannister has been a missionary in China for 41 years. He worked under the C.M.S. in Fukien from 1880 to 1897, the chief activities being in the districts of Kutien and in the Divinity School at Foochow. It was largely owing to his exertions and valuable assistance that H.M. Consul at Foochow was able to bring to justice the Kucheng murderer. In 1897 Mr. Bannister became Secretary of the C.M.S. in Hongkong, and in 1902 Archdeacon. In 1907 the new Diocese was consecrated on St. Andrew's Day.

Dr. Gilbert Reid, who, it will be remembered, was deported from China during the war for instigating sedition has announced his intention of returning to that country. The International Institute, of which he was the director, apparently no longer exists, but he is going to devote himself to what he describes as "the more educational and ethical task of developing a journal of internationalism, of universalism, and human brotherhood." Presumably this means that Dr. Reid finds there is more money to be made in China than in Utica, U.S.A., from which this report comes, comment's the Japan Chronicle.

Magistrate Lindsell heard further evidence on Saturday, in the case in which the Chinese charged with having attempted to offer a forged \$500 note alleged to have been ingeniously manufactured from a \$10 note of the Chartered Bank at Shanghai. Saturday's evidence was that the accused and another man were partners. On a "fifty-fifty" basis, trading in opium in Wuchow. In connection with a deal in Canton the partner had been swindled with the forged note. He attempted to pass it on to the accused but the latter declined to accept it and charged him for having been taken in by such an obvious fake. The partners quarrelled, and the accused was examining the note, when he was chased out of the house into the arms of a constable. The Magistrate thought the story "probable" and giving the accused the benefit of the doubt, discharged him. The note will be destroyed.

SEQUEL TO A QUARREL.

BODY FOUND IN KOWLOON DRAIN.

Stabbed to the heart, the body of a Chinese was yesterday found lying in a blood-stained drain at the junction of Shanghai Street and Waterloo Road in Kowloon. Removed to the mortuary, the body was afterwards identified as that of a man living on the first floor of No. 17, Shanghai Street. His relatives believe that he was done to death by a gang of ruffians headed by a man with whom he had a quarrel over an opinion held some time ago. People living in the vicinity allege that they saw the deceased speaking heatedly with several men outside a tea house, near the spot where he was found dead.

A MIDNIGHT PROWLER.

A Chinese was this morning charged before Magistrate Lindsell with having trespassed into the servants' quarters of the residence of Mr. T. Hamilton, No. 14, Conduit Road. The accused said that he went to the house to look for a friend. Inspector Pain said that accused was found loitering in the basement of Mr. Hamilton's house at 1.45 a.m. in the corner of a room in the servant's quarters, an electric torch was found. In an alleyway, a little distance from the back door of the house, the police picked up three keys and a knife. The accused denied all knowledge of the torch, keys or knife, which the police allege he must have dropped when attempting to escape after he had been found. Asked to explain why he should be about so late at night, the accused said that he had just returned from a Chinese theatre in town. Sentence of six weeks' hard labour was passed.

GODOWN ROBBERY.

Returning to the Colony yesterday after a brief absence on business S. Nazano, a Japanese merchant, living at No. 19, Praya East, found that his godown at No. 4, Anton Street, had been broken into and 32 coils of insulated rubber wire worth \$150, and 200 100 candle power electric bulbs, valued at \$100, stolen.

LOCAL AND GENERAL

Found wandering in Connaught Road West apparently insane, a Eurasian lad named Henry de Cruz, 19 years of age, was yesterday removed to the Government Civil Hospital.

Now in hospital is a Chinese woman suffering from a compound fracture of the left leg alleged to have been received through a fall while attempting to evade arrest for hawking without a licence.

The wooden box containing a cinema machine and films stolen from Mr. Williams, a passenger by the "Japan" while the ship was lying alongside the Kowloon wharf last week, has been recovered in Singapore.

Mount Parish, the residence of Mr. S. Hamer of the P.W.D., was entered by an open verandah window during Saturday night, and \$18 in notes stolen from the pocket of a pair of trousers hanging on the wall of his bedroom.

A Chinese filter employed by the Kowloon Dock was removed to the Government Civil Hospital on Saturday suffering from injuries to his head received through a hammer accidentally falling on him while at work on board a ship in the course of construction. His condition is not considered serious.

Members of the Royal Hongkong Golf Club are notified by an advertisement in this issue that the Main Course at Fanling will be reopened for play on Sunday, August 14. The by-law restricting ladies from playing on certain days is cancelled from August 15 until further notice. The Relief Course at Fanling will be closed for topdressing on Monday, August 15 until further notice.

Colonel Robert Lorraine, actor, airmen, soldier, traveller, has returned to London after ten months' trip, embracing the United States, Japan, China and India. His visit to Japan reminded him that when he left England last summer there was a discussion on the propriety of bathing dresses. The ultra-Puritanic remarks, would be deeply shocked if they saw the bathing customs of Japan, where it was held the Jewish clothes the greater the modesty. The Japanese bathe in a state of nature, and morality is not outraged; the evil is in the clothes. The Chinese, said Col. Lorraine, in discussing his visit to China, are the gentlest of the world. We of the West have been taught to look upon the Chinese as something strange and abominable, but we are wrong."

The "Last Post" sounded, we relaxed from the attention and all sat down again. The lights which had been subdued for the silent toast, now shone brilliantly once more, conversation restarted, boys busily answered the calls of insatiable diners. The Band played "Chi-Chin Chow."

—W.H.

EARLY MORNING FIRE.

BLAZE IN QUEEN'S ROAD WEST.

BRIGADE'S STRENDOUS FIGHT.

About 2.25 this morning, the Fire Brigade received a call to attend an outbreak of fire in Queen's Road West. The first floor of No. 210, occupied by the U. S. firm of tea dealers was well ablaze, when they arrived and it was a long and strenuous fight before they succeeded in extinguishing the flames. The first floor was completely gutted, and the second floor used as a dwelling partly gutted and goods stored on the ground floor damaged by water.

The ground floor is insured with the Heung On Insurance Co., for \$5,000; the first floor with the Royal Insurance Co., for \$8,000; and the second floor with the Sincere Insurance Co., for \$1,000, and the Heung On Insurance Co., for \$500. The cause of the outbreak is unknown, while the extent of damage has not yet been ascertained.

THE SILENT TOAST.

4TH AUGUST 1921.

It was the evening of the seventh anniversary of England's entry into the Great War, and we sat a hundred members of the British Legion who had each seen service in the campaign to dinner in the Hongkong Hotel to celebrate that epoch-making declaration of war. Each and all of us had come with the intention of passing an evening that in its spirit of happy comradeship should be worthy of the days when we fought together. Lights there were that blazed in plenty, flowers decorated the small, homely-looking tables, and the Band of the Wiltshire Regiment endeavoured to augment, if that were possible, the re-awakened esprit de corps, the spirit of brotherhood in arms that now revived in the full warmth of the trench-digging, pip-squeaking, good old days. Every man had become five, six seven years younger, as the pop-pops of cork punctuated the telling of old yarns and the hearty exchange of war-time reminiscences. "Do you remember Susanne in the little estaminet just off the Square in Bethune and the crowd she used to get when the London motor buses turned up with a thirsty cargo?" "Well, I should just say I do. That girl had the finest collection of regimental badges it's ever been my luck to meet.

The last I heard of her was that she had become engaged to Canadian captain."—"What's next on the jolly old programme? Oh, roast beef and horseradish! I say, you fellows that's rather a change from fried slices of bully and pommes de terre, what?"—"Just listen to poor shanks over there!" Any attempt check his boisterous joviality is as effective as the proverbial water poured onto the proverbial back of the proverbial duck."

And then, presently, a "G" sounded, a single note that stilled the calls for "Boy," the laughter and the chatter, and solemn hush fell upon all the room at the signal for the silent toast. As we stood on our feet, every man to attention, I looked at the faces of my comrades at our table and I saw them set and grim and a serious look betokening recollection in their eyes. No mockery this, the one still minute of silence for thought of dear friends who had fallen, leaving us safe with two arms, two legs, and above all, thank God! two eyes.

So many thoughts crowded into that short-long minute, yet time enough for me to picture the body-strewn battle ground before Loo in the early morning of the 25th September of 1915. Sitting on the shell-battered ground ten yards or so from me (I, too, being wounded and lying helpless so early in the fight), with his back propped up against a remnant of a barbed-wire post just in front of the German second line trench, was a rifleman of my battalion, his poor face torn by a shell, his lower jaw almost gone. I was powerless to remove my gaze from him and just as powerless to help in his extremity.

And as I watched, I saw him, fumbling in his tunics pocket, and presently he withdrew a cigarette, so slowly! he was dazed and dying. . . . And again he fumbled in that tunics pocket, and found a matchbox. Gently, almost it seemed unconsciously, he put the cigarette into his poor, blubbery mouth, lit it, and smoked a while. It was only a common "paper," but the soldier's ever-ready and trusty friend.

The Postmaster-General has written to the Manchester Chamber of Commerce admitting that the complaints of delay in the cable service with India and the Far East are well founded. Magnetic storms practically stopped the operation of the cables between Suez and Aden from May 14, to 16, causing a large accumulation of traffic on the Eastern Company's cables. Throughout May the Commercial Pacific Company's cable between Manila and Guam was interrupted, thus necessitating the diversion of the whole of the traffic between the United States and the Far East. The Guam cable has now been restored and is taking the United States traffic with the Far East; and the Eastern Company is diverting the whole of its Australian and New Zealand traffic to the Imperial and Pacific cables, in order to afford relief to the service to India and the Far East. The company assures the Postmaster-General that it is doing its utmost to overcome the difficulties of the abnormal situation, and he trusts that when the work now in hand in the Red Sea is completed the present exceptional delays will cease.

SPORT.

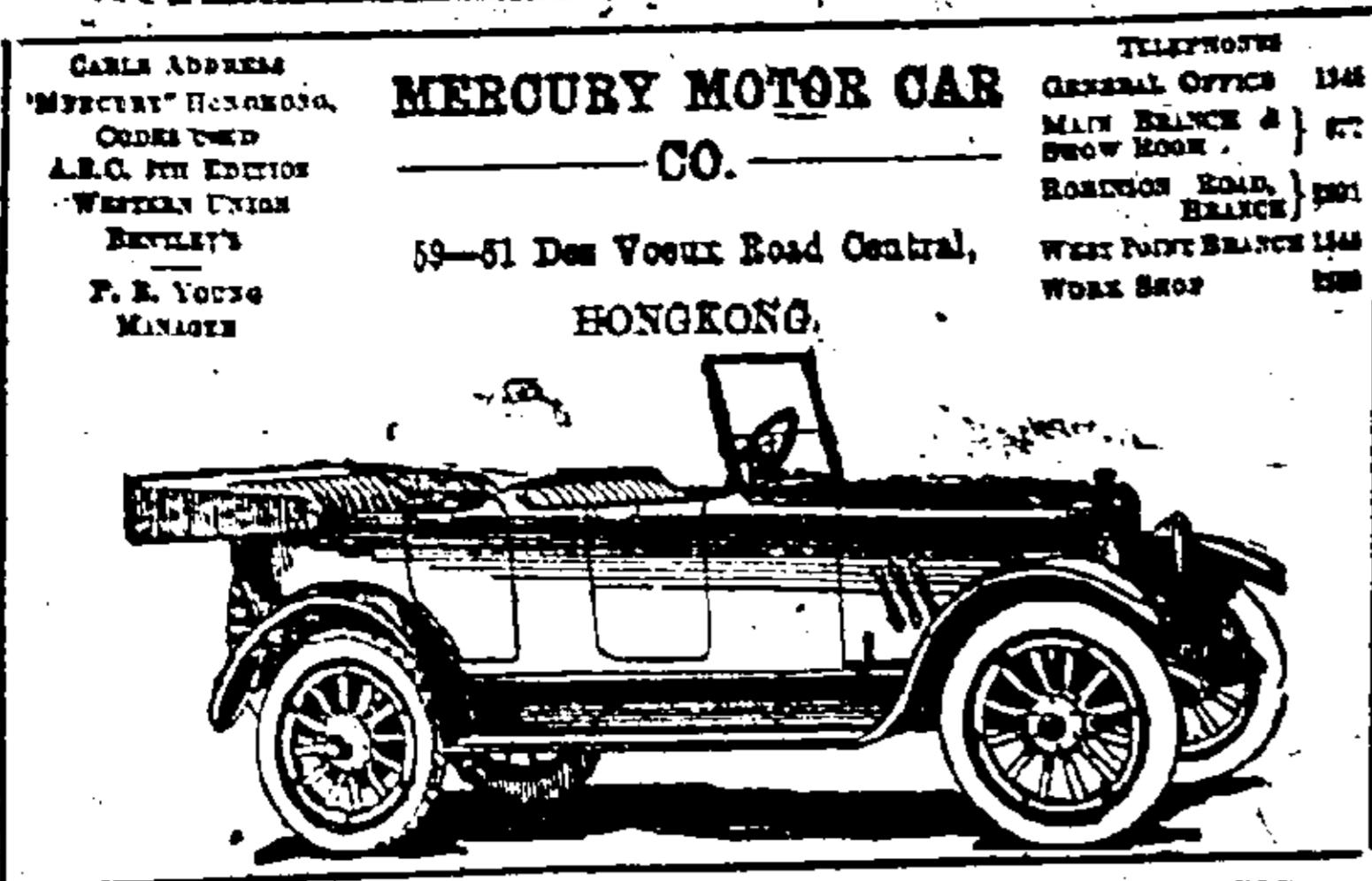
LEAGUE BOWLS.

TAIKOO MEAT K.C.C.

A League match was played on Saturday between Taikoo Bowling Club and the K.C.C. which resulted in a win for the former. Appended are the scores:

NO. 1 RINK.	K.C.C.

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ODDS AND ENDS.

MAINLY SCISSORS LOOT.

The King and the Small Boy.

There is no doubt the King thoroughly enjoyed his visit to Plaistow. I never saw him looking so happy writes a London correspondent. He was interested in everything, and pluckily ploughed—with the Queen—through the recreation ground, which would have been a quagmire in places had the threatened rain come down. At one stage a small boy seized the arm of his Majesty and requested him to pose to his chum for his photograph.

The King made no objection, but the boy with the camera was either so flustered, or had not fully prepared himself for the work, that the King was laughingly constrained to tell him to "get along with it. The boy got his 'snap' all right.

Conjugal Unhappiness.

Mr. Justice Horridge, in giving judgment dismissing a wife's petition for judicial separation on the ground of cruelty in a case not otherwise of public interest, drew attention to the large degree of domestic unhappiness which resulted in proceedings in the Divorce Court, and which, he said, was due to the desire for excitement and amusement in many young women. That desire seemed to be a result of the war. In the case before him feelings of this sort had made the petitioner dissatisfied with the conditions of life which she had taken on herself when she agreed to marry a man of moderate means. Such feelings had resulted in her magnifying petty grievances, and in her turning them into accusations of cruelty.

World's Largest Flagpole.

The people of Australia have been presented with the largest flagpole in the world. It is made of American fir and measures 150 feet in length. The American Consul-General for Australia (Mr. Sammons) is the authority for stating that it is the largest flagpole in the world. At all events he claimed that this was the case when he presented the pole to the acting Prime Minister of Australia on American Decoration Day. He also gave the acting Prime Minister a little silver replica of the pole, with a small silver model of Australia as its base. The American Consul-General did not bring the flagpole with him when he made the presentation but it has been landed in Melbourne and will ultimately be erected at the Federal capital site at Canberra, where some day the Australian seat of Government is to be established.

Paris Police to be Armed.

In consequence of the last daring exploit of motor bandits in breaking into a jeweller's shop in broad daylight and making off with jewels said to be worth over £600,000, the Prefect of Police has given orders that the policemen of Paris have to be armed with revolvers night and day. At present they only carry weapons at night-time. Jewellers have become nervous and are thinking out schemes for preventing robberies of the kind committed on Sunday morning. A jeweller in the Rue de la Paix has invented an effective method. Behind the window is an arrangement of copper wires which are almost invisible. An electric current passes through them and immediately the glass is broken with a hammer or by other means, the wires get into contact and, thanks to an ingenious mechanism, the board on which the jewel cases lie is overturned and the cases fall into the sub-basement, while the iron shutter falls with a crash on the thief.

Wanted Millions.

It has been computed by a Parliamentary expert that considerably more than £100,000,000 of our national expenditure this year was directly paid in subsidies and bonuses to the workers and the lower middle class. Civil Service bonuses absorb £49,000,000, and Post Office bonuses £28,000,000. On the railways, up to the end of May we were paying £21,000,000, chiefly to make up receipts lost by the coal strike, and which would otherwise have to be made up by traders and the travelling public. From June to August the railways will receive at least £18,000,000 out of the taxes, and between August and the end of the financial year Parliament has arranged to pay them £30,000,000, which discharges half of their war time claims. To

GENERAL ITEMS.

Said to be France's oldest soldier, Antoine Genest, who was 99, has died. He took part in the conquest of Algeria in 1842. He drank a jug of wine at every meal with a glass of prune brandy after it.

William Schuelz, who recently won national fame by winning a prize for an essay, entitled "Ideals of Americanism," was arrested in New York on a charge of burglary. He pleaded guilty and was committed for trial.

Crossing the road in front of his shop John Everton, 60, a grocer, of Grimsby, saw a child playing in the path of an approaching motor-car. In trying to save the child he was knocked down by an electric tramway car and killed.

London is suffering from a plague of moths. "A drastic brushing of the entire wardrobe in the sun is the best remedy," declared a clothing expert to a reporter. "Although naphthalene and camphor serve to keep them away," he added, "people should not neglect to look through their clothes weekly."

Having been responsible for the appearance at police court of 5,000 motorists, Constable W. Eustace is returned from the Metropolitan Police, and at Hampstead Police Court, Dr. J. Macdonald Brown, the chairman, said that Eustace had earned the reputation of being a perfect terror to scorchers and road-hogs.

Swarms of tiny black insects were seen at Edmonton, N. In Fore-street a tramway-car driver had to pull up and the service was interrupted while his colleagues tried to dislodge the insects from his eyes. They swept over playing fields like a swarm of locusts, causing the tennis players to stop until they had passed.

According to a wireless from the "Aquitania" on her way from New York, £10,000 worth of jewels has been stolen from Mrs. C. A. Mann, a passenger in the ship. English detectives and an inspector of Lloyd's have arrived at Cherbourg to make inquiries when the "Aquitania" arrives.

It is estimated that the police in New York County have seized liquor since the new dry laws went into effect worth £10,000,000 at present prices. Some of the very highest class will be sold to hospitals or other legitimate users; and the remainder will be towed to sea in barges and there dumped, flavouring the ocean and perfuming the breezes many miles around.

A rather unusual wedding took place on a bridge at the town of Uj-Szepe. The bride was a Jugoslav and the bridegroom a Hungarian, and since neither of them had obtained a passport visa, the wedding ceremony was performed by a Hungarian magistrate on the Hungarian-Jugoslav frontier line, which passes across the middle of the bridge. After the wedding the bride, having become a Hungarian citizen, was permitted to step over the border and go into Hungary with her husband.

The Japanese Government has started investigations into the condition of lepers with a view to formulating a policy of relieving the sufferers in the most practical way. Government asylums for lepers in the Empire number five, capable of accommodating only 1,500, whereas the total number afflicted aggregates over 25,000 according to the latest returns. The authorities hope to carry out their plans in concert with the various public charity associations. The necessary measures will be brought before the Diet in the next session. One of the chief needs is a better arrangement in the asylums, whereby proper segregation of the sexes may be secured. The sexual question among the lepers is perhaps the most feature of the whole business.

The necessary measures will be brought before the Diet in the next session. One of the chief needs is a better arrangement in the asylums, whereby proper segregation of the sexes may be secured. The sexual question among the lepers is perhaps the most feature of the whole business. So far, the handling of the question has been even more inadequate in its methods than in amount.

meet the trading losses of the Sugar Commission, the Treasury has to pay some £24,000,000. Of all this expenditure the large part cannot recur after this year, and the rest, the bonuses to civilians and postmen, will diminish rapidly as the cost of living falls. Meanwhile the money is distributed to a large section of the community and part of it returns to the Treasury as income tax.

RICE MERCHANTS R'SE

FROM SMALL BEGINNINGS.

CHINESE WILL DISPUTE.

INTERESTING ACTION.

The estate of a persevering Chinese who, beginning life as a labourer in the fields, worked his way up the ladder of success until he had won a large fortune in China, Saigon and Hongkong formed the subject of an interesting will case begun in the Supreme Court this morning before the acting Chief Justice (Mr. Justice Gomperts).

Lau Kong Hing (with several aliases) was the name of the testator and the actee was brought by the deceased's oldest surviving son, his widow, two concubines and the widow of a deceased son. The defendant was Lau Shui tsun, described by counsel as a life-long friend of the testator, to whom probate in common form of the document in dispute was granted in October 1913.

The plaintiffs claimed that they had an interest in the estate, that the alleged will was invalid, that the deceased was of unsound mind at the time the document purported to have been executed and that he was unduly influenced by the defendant. It was urged that the "Court" should pronounce against the validity of the alleged will and revoke the probate, granting letters of administration to the first plaintiff.

It was denied by the defendant that the plaintiffs had any interest in the estate and that the will in dispute was not executed, made and acknowledged according to Statute. The other allegations were also denied.

Mr. C. G. Alabaster (instructed by Messrs Denney and Bowley) appeared for the plaintiffs and the defendants were represented by Mr. F. C. Jenkins (instructed by Messrs Wilkinson and Grist).

When the hearing was commenced this morning Mr. Alabaster pointed out that the burden lay upon the defendant to prove the validity of the will and Mr. Jenkins then proceeded to outline his case.

Mr. Jenkins referred to the Court how Lau Kong Hing, after beginning life as a toiler in the fields, rose by dint of hard work and perseverance to wealth and position. Born of poor parents in the year 1855 he was evidently, counsel said, a boy of some industry and ambition but his parents could not afford to give him the opportunities and advantages for which he craved. But in his spare time the youth studied hard at the local school and it was when he was 16 years of age that fortune first began to take notice of him. At that time he came into contact with a Chinese gentleman, managing partner of a rice shop, who was visiting the village. Pitying the lad's poverty and inability to advance himself the rice merchant took Lau Kong Hing to Hongkong and found him a job as servant boy in his shop at a monthly salary of two dollars. Two years later the boy was still in the same position but evidently he was contented because when he wrote his auto biography later on he voiced his pleasure at the acquisition of so large a sum at that age. Afterwards, however, he became restless and when he was 19 years old he pressed for an appointment in some other foreign country. Next year he went to Saigon and there by his great zeal he secured a position which carried a salary of thirty dollars a month.

LOST P.N.E.

LAST NIGHT'S RAIN.

SILK STORE'S STOCK DAMAGED.

LOSS ESTIMATED AT \$20,000.

Last night's heavy rain proved disastrous for Messrs. D. Chellaram & Co., Indian silk merchants of No. 36a, Queen's Road Central, where water caused damage to their stock of silk and other valuable goods to the extent of some \$20,000. The water was blown in sheets by the wind into the verandah of Messrs. Cooper & Co., Importers and Exporters of the second floor of the same building, and working its way into the ceiling, poured down in torrents into the first floor, used as sleeping quarters by the assistants of Chellaram and Co. It took only a few minutes for the water to get into the shop below, where it poured into the show windows. The shop people who were awakened by the deluge, were soaked to the skin, working strenuously in deep water to save the stock. No sooner had they removed a half of silk to one part of the shop than the water broke through the ceiling and did its work of destruction in the new space. The men worked strenuously from 1.30 to 5 this morning to have consolation of saving only a very small percentage of the valuable stock in the front part of the shop. Luckily the rain stopped before the water reached the rear portion of the premises, and the valuables stored there were spared. A China Mail reporter who visited the premises this afternoon, was informed by the manager, that it was fortunate that a large shipment of silk and other finery had been despatched only the previous morning, or the loss would have been more than double.

MOTOR CAR INCIDENT.

SAILOR WHO WANTED SPEED.

Charged with having assaulted a motor car driver, a Filippino named Felix Ponciano, a member of the crew of the U. S. destroyer "Rial" this morning admitted the offence but claimed that he had received provocation. The driver said that the accused and two other sailors had hired his car for a trip round the island. He was running at a moderate pace when the accused urged him to go faster. When witness told the accused that he would be exceeding the speed limit, the latter attempted to take the steering wheel himself. The witness tried to prevent him, and the accused struck him behind the ear. The accused asserted that when he asked the complainant to go a little faster, the latter stopped the car and refused to go any further. When he remonstrated with complainant, the latter left the car and challenged him to fight. Magistrate Orme decided that the case was not a serious one, and bound the accused over in the sum of \$50 to be of good behaviour for six months.

DEBTORS DEFENCE FAILS.

The fact that the documents had been lost did not help a Chinese clerk, formerly a shroff at the Harbour Office, from whom two Indian moneylenders claimed payment of \$400, under two promissory notes and two LOUs, at the Summary Court to-day.

Mr. G. R. Haywood who appeared to support the claim explained to Mr. Justice Wood who heard the case that the four documents had been handed to him, but had since been mislaid by his clerk. After the evidence of the plaintiffs had been heard Mr. Haywood called Mr. Cooper of the Supreme Court staff, as a witness. Mr. Cooper said that when the defendant was served with the writ he admitted that he owed the money but said he could not pay it just then.

In the witness box the defendant, who was represented by Mr. C. H. Lyon, told the Judge that he had paid the money and received back the note which he had therupon burnt. His Honour said that he believed the defendant and gave judgment for the plaintiff directing that the latter and Mr. Haywood should furnish an indemnity bond in respect of the lost documents.

DERELICT LIGHTER.

Capt. T. Brown, of the ss. "Yuet Wah" reports having passed on July 30 at 12.30 p.m. a derelict lighter about 50 feet in length, half submerged, in Lat. 16° 11' N. long 119° 41' E. near Peida Point, Cape Bolinao, Philippine Islands.

George Habber Ceil Gray has passed as master ordinary.

George Habber Ceil Gray has passed as master ordinary.

TO-DAY'S ADVERTISEMENTS.

ROYAL HONGKONG GOLF CLUB.

THE MEMORIAL STONE at Fan Ling erected in memory of the members of the Club who fell in the Great War will be unveiled by His Excellency the Governor on SUNDAY, 14th inst., at 5 p.m.

Main Course—Fanling.

This course will be reopened for play on SUNDAY, 14th inst. The Bye-law restricting ladies from playing on certain days is cancelled from 15th inst. until further notice.

Relief Course—Fanling.

This course will be CLOSED for topdressing on MONDAY, 15th inst. until further notice.

By Order of the Committee,

J. B. ROSS,

Hon. Secretary.

Hongkong, August 8, 1921.

NOTICES

SMART SUMMER SHOES

Oakmores
ROCKEFELLER
GUARANTEED QUALITY
AND SOUND VALUE.

NEW SEASONS DISPLAY

Walk Over
NO SMARTER GOODS
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WE ALSO SPECIALIZE IN
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LANE, CRAWFORD & CO.

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CELEBRATED MARCHES

A 7520	FLASHING GLORY	Prince's Band.
A 7516	THE LIFE GUARD	" "
A 7517	FATHER OF VICTORY	" "
A 7517	ITALIAN RIFLEMEN	" "
A 7517	HIGH SCHOOL CADETS	" "
A 7517	MARCH LORRAINE	" "
A 6155	OUR DIRECTOR	" "
A 7155	CENTENNIAL	" "
A 7155	WASHINGTON POST PETITS PIERROTS	" "

ANDERSON'S
(THE COLUMBIA SHOP.)

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PREPARED PAINTS OF ALL KINDS AND COLOURS.
BERGER'S LIQUID RED LEAD covers 50 per cent. more
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PRICES OF APPLICATION—STOCKS CARRIED.
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Mr. Berger made fine colours in London in 1761.

Vickers' London Gin
The Perfection of over a Century's Experience in Gin Distilling
"BOTH BRANDS ARE BENEFICIAL"
FINEST LONDON OLD TOM
BREAST LONDON UNSWEETENED
Price per Case 1 doz. qts. Duty Paid \$25.00
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HONG KONG.

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Sailings: To Hongkong daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).

From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

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Further information may be obtained at the Company's Office, Hotel Mansions or from Messrs. Thos. Cook & Sons, Booking Agents, Hongkong.

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FOR BRINDISI, VENICE, AND TRIESTE,
Via SINGAPORE, PENANG and COLOMBO.

S.S. "TRIESTE" end of August

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 18th August.

Passenger Luggage can be insured at the office of the Agents.

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Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO
SOUTH AFRICAN PORTSS.S. "UMONA" Sailing the beginning of Sept.
Through Bills of Lading issued from Hongkong.

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct

via Singapore and Port Said.

CHINAYATA MARU Sunday, 14th August.

*C. & M. Mailer.

BUENOS AIRES, S. America, Santos, Duran & Cape Town via Singapore.

Passenger Service.

PANAMA MARU Thursday, 5th August.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

SAIGON MARU Thursday, 11th August.

DELI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly

service.

BUSHI MARU Thursday, 1st Sept.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Dairen. Regular fortnightly passenger service touching at intermediate ports in Japan, sailing direct to NETHERLAND POINT U.S. in connection with Chicago, Milwaukee and St. Louis.

AFRICA MARU (Osuit, Dairen) Tuesday, 23rd August.

HAWAII MARU Thursday, 1st Sept.

NEW YORK, Via PANAMA.

HAIRE MARU Monday, 10th August.

NEW ORLEANS, Via SUEZ.

JAPAN PORTS—Shanghai, Kobe and Yokohama.

CHOSEN MARU (Kobe circuit) Thursday, 1st Sept.

BURMA MARU Monday, 3rd October.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.E. wharf near the Harbour Office.

AMERUSA MARU Sunday, 14th August.

TAKAO via SWATOW and AMOY.

SOSHU MARU Thursday, 11th August.

For sailing dates and further particulars please apply to Y. YASUDA, Manager.

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*CITY OF CANTON Via Spec Canal 8th September.

*Call at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

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BUTTERFIELD & SWINEY or THE BANK LINE, LTD., HONGKONG.

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CHINA-AUSTRALIA MAIL S. S. LINE

FOR AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" 20th August.

For Freight and Passage, apply to

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Agents.

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112, Connaught Road Central.

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CHINA NAVIGATION CO., LTD.

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FOR	STEAMERS	TO SAIL
SWATOW & BANGKOK	CHEUNG	Aug. 9, at 10 a.m.
	SINGAPORE	Aug. 10, at Dusk.
SHANGHAI	SUNNING	Aug. 11, at Noon.
SHANGHAI AND TINGTAO.	CHENG	Aug. 12, at 4 p.m.
SWATOW AND SINGAPORE.	HUEN	Aug. 13, at 4 p.m.
WEILIWEI, CHEFOO & TSETSIN.	BUNTSU	Aug. 14, at Noon.
SHANGHAI, PAKHOU & HAIPHONG.	SINKIANG	Aug. 17, at 9 a.m.
MANILA, CEBU AND ILOILO.	KAITO	Aug. 18, at Noon.
SHANGHAI & TINGTAO.	TAMING	Aug. 19, at 4 p.m.
	YINGCHOW	Aug. 20, at 4 p.m.

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Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

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S.S. "KEYSTONE STATE" Aug. 20th Sept. 4th.

S.S. "WANATECH" Aug. 21st Oct. 2nd.

PASSENGER & FREIGHT SERVICE.

For TRIESTE & HAMBURG.

S.S. "CHINASEAS" August 25th.

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Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

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LAKE FARRAS sailing Aug. 17th.

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S.S. "SAMARANG MARU": Sailing on or about 21st Aug.

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S.S. "BORNEO MARU" Sailing on or about 9th Aug.

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MONDAY, AUGUST 6, 1921.

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PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong	Destination
"DUNERA"	5,400	20th Aug.	Singapore, Colombo & Bombay.
"MANELA"	7,500	25th Aug.	MARSEILLE, LONDON & A*werp.
"KASHMIR"	9,000	3rd Sept.	MARSEILLE, LONDON & A*werp.
"KHYBER"	8,100	11th Sept.	MARSEILLE, LONDON & A*werp.
"KHIVA"	6,700	14th Oct.	MARSEILLE, LONDON & A*werp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong	Destination
"JAPAN"	5,100	18th Aug.	Calcutta, via Singapore Penang and Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	22nd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong	Destination
"ARRATOON APCAR"	4,600	11th Aug.	Shanghai and Japan.

S. S.	Tons	From Hongkong	Destination
"KEYBER"	8,000	14th Aug.	Shanghai and Japan.

All dates are approximate and subject to alteration without notice.

WIRFLIN'S TELEGRAPHY FITTED ON ALL STEAMERS.

Ticket Interchangeable.
1st Saloon Passengers travel by R.I.B.N. Company's steamers between Singapore and Calcutta, Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyor, Meissner, Goddard and Douglass, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

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Cargo to Overland Points U.S.A. in connection with Great Northern, Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omit. Manila) ... Tuesday, 2nd Aug. at 11 a.m.

KATOBEL MARU ... Friday, 5th Sept. at 11 a.m.

KASHIMA MARU (omit. Manila) ... Tuesday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KLEIST ... Sunday, 14th August, at 11 a.m.

MISHIMA MARU ... Friday, 19th August, at 11 a.m.

HAMBURG, MARSELLES, LONDON & ROTTERDAM.

TOTTOY MARU ... Monday, 22nd August.

LIVERPOOL & MARSELLES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 16th Aug. at 11 a.m.

TANGO MARU ... Tuesday, 20th Sept. at 11 a.m.

NEW YORK via PANAMA.

LYONS MARU ... Thursday, 18th Aug.

TAKAOKA MARU ... Thursday, 24th Aug.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 18th September.

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Monday, 5th August.

MORIOKA MARU ... Saturday, 9th August.

CALCUTTA & RANGOON via Singapore & Penang.

HAKODATE MARU ... Tuesday, 8th August.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Friday, 12th August, at 11 a.m.

SHANGHAI, KORE & YOKOHAMA.

HITO MARU ... Wednesday, 17th August.

TAKADA MARU ... Thursday, 18th Aug. at 11 a.m.

For further information apply to—

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Telephone No. 222.

EARLIER TELEGRAMS.

(To the Editor of the "China Mail.")

BOXING.

London, August 6th.
Mike Gibbons easily outpointed the British pupillist Gus Platt in a 10-round boxing contest. Gibbons had matters all his own way.

WASHINGTON CONFERENCE.

London, August 6th.
An authoritative Japanese source, which claims to interpret the opinion of Japan as regards the Washington Conference, declared that at the present moment, although American carpentries and characteristics are generally taken for granted, there is a certain current of opinion unfavourable to the American proposition, because, although theoretically it is regarded as complete as proved, it is felt that a practical result cannot be reckoned upon with confidence.

JAPANESE STEAMER AFIRE.

ADEY, August 5th.
The Sunshiro-maru has arrived at Aden.

REFUSED VISA.

PARIS, August 6th.
On instructions from the British Government, the British Embassy has refused to issue the passport of the Polish leader Korfany, who is desirous of visiting London.

UNREST IN MOROCCO.

LONDON, August 7th.
From Morocco comes the news that events in the Spanish Zone have created excitement among the discontented in the French Zone. Several attacks have been delivered by tribesmen, but they have been repulsed, and precautions are being taken.LONDON, August 6th.
Spain is determined not to follow the advice to clear out of Africa, freely tendered by the British and French Press after the recent reverse at Mellala, which, after admitting the possibility of the fall of General Navarro and his troops still holding out at Monteathur, says that this however disagreeable, would not affect the offensive operations by General Berenguer, for which there are sufficient troops concentrating at Mellala, and the recovery of the whole territory, recently lost, is confidently expected.LONDON, August 6th.
Despatched from Paris, however, show the difficulties ahead, and declare that the mutiny among recruits on the troopship *Valencia*, en route for Morocco, recently was only quelled by the intervention of two destroyers. The escorting destroyers now train guns on ships crossing the Mediterranean.

A message from Madrid says that the situation in Morocco has caused a Cabinet crisis. It is expected that Senor Muira will form a Cabinet.

UNITED KINGDOM TRADE.

LONDON, August 6th.
The trade slump is strikingly evidenced in the annual report of the Manchester firm of Rylands, which shows a loss during the past six months of £1,250,000.The improvement in unemployment figures, since the cessation of the coal strike, continues to be well-maintained, showing a reduction of 386,000 in July.
"PICKLE KING'S" WILL.LONDON, August 6th.
The will has been proved at Pittsburgh.

The English estate is nominally of £1. The American estate is of the value of four million dollars.

The will opens with an earnest confession of faith in Christ, and bequeaths £20,000 to the University of Pittsburgh, £25,000 each to the International Sunday School Association, Chicago, and the Pennsylvania State Sabbath School Association; £20,000 to the World's Sunday School Association, New York; large sums to hospitals and religious institutions; and £4,000 to his secretary, Mr. McCafferty, in recognition of his integrity and Christian character.

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Mitsubishi Trading Co., Ltd.

COAL, GENERAL IMPORTS AND EXPORTS.

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KISHIDARE, YOSHINOJAN,

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NEW, KAHALA, CHIKU SAMYA-

MADA, SAN OTSUBA.

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Kanazawa, Gifu, Matsumoto, Nagano,

Kawaguchi, Saitama, Chiba, Ibaraki,

Tochigi, Gunma, Tochigi, Tochigi, Tochigi,

Ibaraki, Tochigi, Tochigi, Tochigi, Tochigi,

LLOYD'S REGISTER.

ORIGIN AND GROWTH.
A FASCINATING STORY.

In the nature of things, travelling and the transport of goods by sea is accompanied by a certain amount of risk and from the earliest times measures were taken to guard against this risk by various systems of insurance. In the sixth century under the Justinian Code 6 per cent. was fixed as the ordinary and legal standard of interest; 8 per cent. was allowed for manufacturers and merchants, while 12 per cent. was granted for the "perilous adventure" of nautical insurance.

In the middle ages the Italian Republics had laws regulating the loading of vessels, and similar arrangements were not unusual in England. It was not, however, until the early part of the 18th century that anything in the form of a systematic record of ships was attempted.

At this period it was the custom for those interested in shipping to meet for the purpose of discussing their business affairs at a coffee house kept by one Edward Lloyd. The earliest reference to this establishment appears in the *London Gazette* of February 18, 1668. At that time the coffee house was situated in Lower-street, and from 1692 onwards it was in Lombard-street.

In the course of time this establishment became the headquarters of maritime business, and from this small beginning sprang what is now the world-famous Corporation of Lloyd's EARLIEST RECORDS.

It would appear that certain records of shipping called "ships' lists" were kept. Probably for a considerable time these were in manuscript and were passed from hand to hand, but about 1720 they were put into type and circulated in the form of a printed register.

It is unfortunate that no early copies of this register are now in existence, but this was probably due to the fire which destroyed the Royal Exchange in 1838. The oldest copy of a register of shipping which can be traced is dated 1794-56. Unlike the later volume, this book was oblong in shape, and its singed edges bear evidence of having passed through the flames. The information it contained was very complete, comprising the former and present names of the vessels, the names of the owners and the masters, the ports between which the vessels traded, and finally a committee of inquiry was appointed consisting of 8 merchants, 8 underwriters, 8 shipowners, and 9 representatives of the outports. The investigation of this committee extended over a period of two years, and their report shows clearly what great pains they took to obtain the fullest information. The great difficulty which the Inquiry Committee foresaw was in connection with the financial support of the proposed register if established on the liberal basis which they perceived to be a necessary condition of success. They recorded their conviction that all expectation of raising a sum sufficient to cover the estimated expenditure "must, except under the sanction of Parliamentary provision, prove visionary and hopeless," but at the same time, they pointed out that "the direct interposition of public support would, in all probability, transfer to the Executive Government the superintendence of a system imperatively requiring for its effective administration the aid of mercantile and professional knowledge and experience." It is a tribute to the wisdom and prudence of the gentlemen who formed this Committee of Inquiry that they expressed a point of view in regard to Government control in almost exactly the same form of words as is being used everywhere to day after an experience of 100 years.

The classes assigned to these vessels were designated by the letters A, E, I, O, U, which referred to the hulls, while the letters G, M, and B, meaning good, middling, and bad, related to the equipment. Thus AG. would denote a first-class ship with a good outfit, while UB would indicate a ship of the lowest class with a bad outfit.

The register for 1775-6 is noteworthy as being the earliest book extant containing the now familiar class of A1. In this book also the alterations were posted, or stamped, in type, which practice has continued down to the present time as regards a certain proportion of the registers, and in this respect Lloyd's register book stands alone.

"Time will not permit me to go into a detailed recital of the various developments of the register book, but I think a comparison of the 1835 book with the current edition epitomises the progress which has been made."

It is also, I suggest, worthy of note that the subscription for a copy of the 1835 book was three guineas, and that this remained unaltered right up to 1920, a period of 85 years.

While the progress of the book itself is of interest, I think it is of greater importance to deal with the particulars the book contains and the basis of the information.

Up to 1799 vessels were assigned the classes to which I have already referred by the surveyors who carried out the examination, but in that year a new system was introduced by the underwriters, who were responsible for the publication. The new basis of classification was almost entirely dependent on the place of build of the vessel and her age. For instance, a vessel built on the Thames or at one of the Royal dockyards or in India was continued on the first-class for 13 years, while vessels built in Scotland or Wales, or in the North-East Coast, were only allowed eight years. Ships built for the Clyde, and one each for the Tyne, Wear, Hull, Bristol and the Tees. In 1871 a further member was assigned to Liverpool, making eight in all. In 1882 nine new members were admitted and so on, and at the present time the general committee consists of no less than 75 members, of whom nine are shipbuilders or engineers.

There is in addition a technical committee consisting of 16 members elected by the scientific institution connected with the shipbuilding and engineering industries.

In 1845 a branch committee was formed at Liverpool, and in 1900 at Glasgow, to provide for the local control of the society's affairs. Since then similar committees have been established in America, France, the Adriatic, and in Sweden.

The constitution of the Glasgow committee will give you a very good idea of the general lines on which the various committees are elected, and you will observe the representative character of the bodies entitled to elect members. The committee consists of—

Four members elected by the Glasgow Under-writers' Association.

Three members elected by the Glasgow Shipowners' Association.

Two members elected by the Clyde Steam Shipowners' Association.

One member elected by the Clyde Sailing Shipowners' Association.

One member elected by the Chamber of Commerce.

One member elected by the Merchants' House;

One member elected by the Greenock Chamber of Commerce and Greenock Shipowners' Association.

It will thus be seen that a Parliament of Shipping has been formed in which all interests are presented, and I suggest that Lloyd's Register presents a remarkable example of voluntary effort for the preservation of a high standard of efficiency for the shipping industry. But what about the actual work of supervision? This work is carried out by a highly trained technical staff, none of whom is permitted to have any financial interest in ships or anything connected therewith. No surveyor is allowed, for instance, to have an interest in any patent connected with ships or machinery, and if he should devise any improvement or innovation he is required to immediately report the facts to the committee, who decide what action he should take in order to get rid of his interest and thus regularise his position.

HOW LLOYD'S KEPT ABEAST OF THE TIMES.

It will be readily understood that owing to the number of years during which it has been in existence and to the wide sphere of its operations, the society has at its disposal experience and data which no other institution could possibly procure. All such information is carefully collated at the head office and is invaluable when considering the various proposals.

Some of them of a novel nature, which are from time to time submitted for consideration.

During the past 100 years there has been a remarkable advance both in ship construction and in methods of propulsion, and as each step forward has been taken the carefully kept records of the past have enabled the society to bring to the consideration of each new move an unrivalled experience and knowledge.

In 1834 rules for wooden vessels only were required, but in 1855 it became necessary to publish rules for iron vessels, which in 1863 were revised and brought up to date in the light of the experience which had been gained with vessels built of this material, and in 1870 these rules were further revised.

The first iron vessel to be classified of which there is any record was the "Sirius" of 180 tons, built at London in 1837.

In 1877 steel began to come into use for ships and boilers, and careful

investigations were made as to the suitability of this material, with the result that it was accepted by the committee, and a reduction of 20 per cent. was allowed from the scantlings required for iron vessels.

In 1889 complete new rules were brought out for steel vessels, steel having by that time largely superseded iron for ship construction.

The same procedure has been followed with machinery, and whereas in 1834 the merchandise of the world was carried in wooden sailing vessels, we have now ships propelled by steam reciprocating engines, by fast running turbines, by turbines with reduction gear, and by Diesel oil engines.

The problems connected with each of these outstanding types have all to be considered and dealt with, and Lloyd's Register has had to make sure before assigning the hall-mark of its classification to any new departure that it is fit to carry out the work required of it.

In addition there are special types of ships to be dealt with, such as instance as vessels fitted for carrying refrigerated or chilled cargoes. When you consider for a moment the loss which might be entailed by inefficient refrigerating appliances in the case of a vessel bringing home many thousands of tons of frozen or chilled meat from Australia, New Zealand or the River Plate you will understand how important it is for everything connected with the construction of such vessels to be carefully supervised.

So important has cold storage now become, that the society has been called upon to supervise the construction, so far as the refrigerating appliances are concerned, of a number of large buildings throughout the country.

CLASSIFICATION OF A NEW SHIP.

You may be interested to know the procedure which is followed to class a new ship at Lloyd's. First, plans are submitted by the builders showing the sizes proposed for the various parts of the hull, machinery and boilers. These plans are examined by a special staff and approved after such amendments as may be found necessary. The material is then ordered and is tested by the surveyors at the stealmakers' works before delivery to the builders. All casting and forgings are also examined during manufacture and tested.

During the actual construction of the vessel the surveyor is in constant attendance at the builder's yard or engine shop, and it is his duty to see that the approved plans are adhered to and that the workmanship is satisfactory. On completion the machinery is tried under steam. The anchors and chains are also tested at one of the proving houses, which although now owned by the society, are under their direct supervision.

If the vessel, as is now generally the case, is supplied with an electric light installation, this also is examined during the process of fitting and is tested on completion. The surveyors then send in their reports, which contain full particulars of various parts of the hull, engines, and boilers, and if these are satisfactory the committee assign to the vessel the class for which she is eligible.

In order to entitle her to retain her class, however, the hull machinery and boilers are required to be submitted to periodical surveys so as to ensure that they are properly kept up.

If the vessel sustains any damage the same must be repaired to the satisfaction of the surveyors.

You will thus see that not only is the vessel and her machinery supervised during construction, but her subsequent upkeep is assured so long as she retains her class.

When I tell you that about 28 million tons are at present classed with the society, and that 42 million tons of new ships were actually being constructed under the society's supervision at the end of March last, you will appreciate that the number of surveyors and staff necessary to oversee this work must be large.

In 1835, 13 exclusive surveyors and 47 non-exclusive surveyors, all of whom are stationed in the United Kingdom, suffice to carry on the work.

At the present time the surveying staff consists of 274 exclusive surveyors at home and 181 abroad, and 3 non-exclusive surveyors at home and 53 abroad, a total of 511.

The staff includes specialists in refrigerating work, in electrical work, and in the manufacture of forgings and of castings.

In 1835 one surveyor was able to cope with all the work in the Clyde district, but to-day fifty-seven are required, and further, Dr. Mongomerie, the

CURIOUS MEDICAL PROBLEM.

HEART BEATS SEVEN HOURS AFTER BREATHING STOPS.

A curious medical problem has arisen through the peculiar nature of the death of a dustman in the employ of the Paddington Council.

The man, Tom Major, aged 38, of Alberts-terrace, Milton-avenue, Stonebridge Park, was admitted to hospital suffering from sleep sickness.

An operation on the spinal cord was decided upon, but during the administration of the anaesthetic Major ceased to breathe. Artificial respiration was tried, but the man did not breathe again, although the heart continued to beat for seven hours and a half. The question arises—when did death occur?

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER.

"Daisy" Brand	\$1.45 per lb.
"Dairy Maid"	1.35 "
"Pastry"	.15 "

CHEESE

Gouda (Full Cream)	\$1.25 per lb.
Australian Cheddar	1.00 "
Picnic (own make)	.50 a Jar.
Couloimier (own make)	.40 per pat.

FISH

Fillets	\$.80 per lb.
Haddock	.70 "
Kippers	.60 "
Red Herrings	.30 "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

RUTHERFORD DIVORCE.

THE WOMAN IN THE CASE.

COUSIN'S BEHAVIOUR CRITICISED BY JUDGE.

EDUCATION 'GRIND.'

ARTIFICIAL PRODUCTION OF STUPIDITY.

"There is no mastery of anything without grind," remarked Dr. David Rutherford in the Divorce Court. "Mrs. Rutherford, the wife of Lieutenant-Colonel Norman Cecil Rutherford, D.S.O., R.A.M.C., who is at present in Broadmoor Criminal Lunatic Asylum, petitioned for a divorce on the ground of her husband's cruelty and misconduct with Amy Elizabeth Richardson, a cousin of the colonel's, who intervened in the suit.

Lieutenant-Colonel Rutherford was found guilty of the murder of Major Miles Charles Carleton Seton, a friend of the family, and the case created a big sensation in the early days of 1919 owing to the social position of the parties.

Miss Richardson emphatically denied that there had been misconduct though on one occasion the colonel went to her bedroom, when she gave him a "cousin's wigging," and he went away.

Mr. Justice Branson, in a considered judgment, found that misconduct had taken place, and granted Mrs. Rutherford a decree. Stay of execution was granted in view of an appeal.

His Lordship, giving judgment, said he had no difficulty in deciding that the charge of cruelty was proved, and that left the issue of misconduct to be decided.

His lordship pointed out that he must be satisfied by evidence, admissible against each of the alleged guilty parties.

As regards Colonel Rutherford, there was no difficulty. He was seen by Miss Louth to enter Miss Richardson's room late on a night in September, 1916. He admitted to Dr. Mainwaring White that he had been in bed with her, and he did not appear to deny what upon the evidence one would naturally assume to have taken place. But he could not profess to be satisfied that Colonel Rutherford had committed misconduct with Miss Richardson unless he felt equally satisfied that she had committed misconduct with him.

Miss Louth's evidence was that one evening in September, 1916, Miss Richardson, on her way to bed, told her she was in love with the colonel, and that he was coming to her bedroom that night; that Miss Louth waited up, and heard and saw the colonel go into Miss Richardson's room; that she then returned to her own room, below Miss Richardson's, and heard them talking, and went to bed.

Having seen Miss Louth and watched her demeanour in the box, he was convinced that she honestly believed that she was telling the truth.

Mrs. Rutherford had sworn that Miss Richardson had said to her, "Would it help you if I were to admit that I committed misconduct?" Miss Richardson said that she had said, "Would it help you if I were the woman in the case?" Whether the form of words used, could such an offer have come from an innocent woman?

"EXAGGERATED MODESTY."

It was not impossible, but it was improbable, and when he found, as

he did, that at various other points in the case Miss Richardson's admitted behaviour was more consistent with her innocence, it assisted him to the conclusion at which he had arrived.

His lordship pointed out that Mrs. Rutherford's solicitor from the outset pressed Miss Richardson to submit to a medical examination, intimating that if the results supported her story the proceedings would be withdrawn.

Assuming that there were women of such exaggerated modesty that they would rather a false accusation against them of misconduct should succeed than submit to examination, even by a medical practitioner of their own sex, it was plain to him that Miss Richardson was not one.

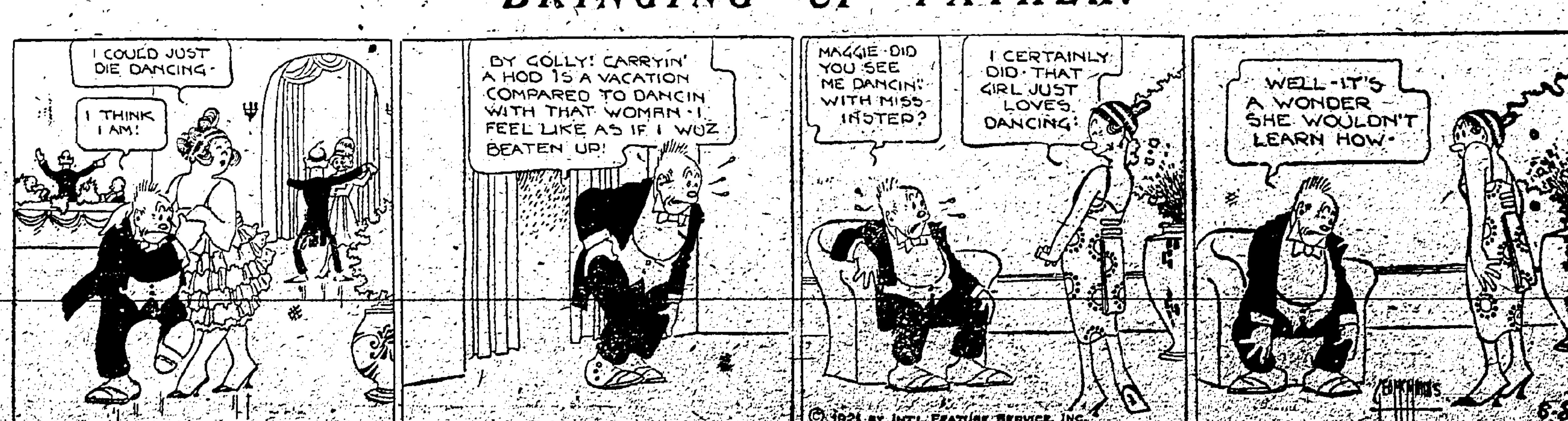
Her conduct in remaining in the house after the colonel's request to her, and in undergoing at the eleventh hour the examination which she did undergo, disproved it.

As to the evidence of Dr. Griffiths, he was unable to say that the possibility of misconduct was excluded, and therefore he (his lordship) thought it would be wrong to allow this evidence to outweigh the other matters.

He was satisfied that Colonel Rutherford and Miss Richardson committed misconduct, and he pronounced a decree nisi with costs against Colonel Rutherford and Miss Richardson.

Stay of execution was granted in view of an appeal.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES
CHINA COAST, ETC.

SWATOW. Aug. 9.—D. L. Haikong.
9.—I.C.S.N. Leesang.
9.—C. N. Chusan.
10.—L.S.N. Tungshing.
11.—O. S. K. Soosh Maru.
12.—I.C.S.N. Kwongsang.
12.—D. L. Huching.
14.—O. S. K. Amakusa Maru.
16.—D. L. Haikong.

AMOY. Aug. 9.—D. L. Haikong.
11.—O. S. K. Soosh Maru.
12.—D. L. Huching.
14.—O. S. K. Amakusa Maru.
16.—D. L. Haikong.

FOOCHEW. Aug. 9.—D. L. Haikong.
12.—D. L. Huching.
16.—D. L. Haikong.

SHANGHAI. Aug. 9.—C. N. Sechuan.
10.—I.C.S.N. Tungshing.
11.—C. N. Sungting.
12.—I.C.S.N. Kwotsang.
13.—C. N. Chusan.
14.—I.C.S.N. Hungsang.
16.—J.C.I. Tikihi.
17.—I.T. Trieste.
Sept. 21.—B. F. Demodocus.

TIENTSIN. Aug. 12.—I.C.S.N. Choongking.
Sept. 21.—B. F. Demodocus.

HANKOW. Aug. 10.—O. S. K. Soosh Maru.

KEELUNG. Aug. 14.—O. S. K. Amakusa Maru.

HAIPHONG AND HOIHOW. Aug. 10.—I.C.S.N. Lokhang.

SAIGON. Aug. 16.—M. N. Portos.
17.—A. L. Lake Farrar.
Sept. 1.—O. S. K. Muho Maru.

SINGAPORE. Aug. 16.—A. L. Teltehs.
17.—A. L. Lake Farrar.
22.—E.P.M. Van Cloon.
31.—C. M. Nanking.
Sept. 1.—O. S. K. Brabo Maru.
4.—A. L. Geymont.
12.—A. L. Cedretta.
Oct. 4.—C. M. Nile.
15.—C. M. China.

BANGKOK. Aug. 9.—I.C.S.N. Leesang.
9.—C. N. Chusan.
Sept. 1.—O. S. K. Brabo Maru.

PHILIPPINE ISLANDS, ETC.

MANILA. Aug. 12.—I.C.S.N. Tungshing.
15.—B. F. Teheran.
30.—C. M. Nanking.
Sept. 21.—B. F. Protoslaus.
Oct. 18.—B. F. Tungshing.
Nov. 9.—B. F. Ixion.
29.—B. F. Taliybius.
Dec. 21.—B. F. Tyndores.

SANDAKAN. Aug. 10.—I.C.J.L. Taliwoot.
20.—I.C.J.L. Lake Farrar.
21.—Nanyo Y.K. Soosh Maru.
23.—K. P. M. Van Cloon.

JAVA PORTS, ETC.

Aug. 11.—I.C.J.L. Taliwoot.
17.—A. L. Lake Farrar.
20.—I.C.J.L. Taliwoot.
21.—Nanyo Y.K. Soosh Maru.
23.—K. P. M. Van Cloon.

INDIAN PORTS, ETC.

CALCUTTA. (VIA RANGOON).
Aug. 9.—N. Y. K. Hakodate Maru.
11.—I.C.S.N. Chakang.
18.—B. I. Japan.
31.—B. I. Attoon Apar.
Sept. 11.—B. I. Tanda.

BOMBAY AND COLOMBO. Aug. 11.—O. S. K. Saigon Maru.
20.—P. & O. Dunera.
20.—N. Y. K. Morioke Maru.

AUSTRALIAN PORTS.

SYDNEY AND MELBOURNE. Aug. 18.—N. Y. K. Kai Maru.
30.—C. & A. Victoria.
21.—E. & A. St. Albans.
Sept. 11.—N. Y. K. Tango Maru.
18.—E. & A. Eastern.

JAPAN PORTS.

Aug. 9.—N. Y. K. Bonno Maru.
11.—I.O.J.L. Arriano Apar.
11.—I.O.J.L. Tikiwoot.
14.—E. L. Tama.
15.—B. F. Glencore.
16.—E. & O. Ekyber.
16.—I.C.S.N. Fookang.
17.—N. Y. K. Mito Maru.
18.—B. I. Tanda.
20.—Nanyo Y.K. Cheribon Maru.
20.—B. F. Elponor.
21.—E. & A. Eastern.
Sept. 1.—P. & O. Sonali.
1.—P. & O. Choco Maru.
1.—P. & O. Arvachan.
8.—B. F. P. & O. Kiriba.
21.—B. F. Antlchon.
21.—P. & O. Sardinia.
Oct. 3.—B. F. Pelma.
3.—O. S. K. Burma Maru.
3.—B. F. Prism.
11.—P. & O. Kasmala.
21.—P. & O. Rankin.
21.—P. & O. Syria.
20.—P. & O. Dongos.

FIRE-ENGINE SMASH.

6 KILLED IN LEVEL-CROSSING.

DASH INTO TRAIN.

A collision between a railway train and a fire-engine, both travelling at more than 30 miles an hour, caused the death of 6 firemen and 10 passengers to 5 at Perth Amboy, New Jersey.

The accident occurred at a level-crossing, the gates of which are said to have been left open. The crossing-keeper, when he saw the fire-engine coming, ran along the railway track waving a red flag, but the driver of the train was unable to pull up in the short distance.

The driver of the fire-engine, who could not see the train owing to an intervening building drove at full speed into the engine of the train. The fire-engine was smashed to pieces.

AMERICAN PORTS.

VANCOUVER. Aug. 18.—C.P.O.S. Empress of Russia.
23.—C.P.O.S. Montevideo.
24.—B. F. Ixion.
Sept. 1.—B. F. Taliybius.
14.—C.P.O.S. Empress of Asia.
20.—C.P.O.S. Empress of Japan.
Oct. 5.—B. F. Tyndores.
25.—C.P.O.S. Montevideo.
Nov. 2.—B. F. Protoslaus.
23.—B. F. Ixion.
Dec. 14.—B. F. Taliybius.

SEATTLE.

Aug. 13.—A. L. Silver State.
15.—A. L. Keystone State.
20.—A. L. City of Spokane.
22.—N.Y. K. Michimaru.
21.—A. L. Africa Maru.
21.—N. Y. K. New Jersey.
30.—S. & D. West Iron.
Sept. 1.—O. S. K. Hawaii Maru.
2.—A. L. Eatori Maru.
4.—N. Y. K. Kashima Maru.

SAN FRANCISCO.

Aug. 9.—C. M. China.
12.—T. K. Lake Farrar.
25.—S. & D. Tungshing.
30.—S. & D. West Iron.
Sept. 1.—T. K. K. Tempa Maru.
18.—C. M. Nanking.
20.—T. K. K. Korea Maru.
15.—T. K. K. Shinyo Maru.
22.—O. M. Nife.

PORTLAND.

Sept. 5.—A. L. Abercos.

VALPARAISO.

(VIA THE CAFE)
Sept. 16.—N. Y. K. Karagawa Maru.
(VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALMAO, CALICAO, ARECA & LEBONG).
Aug. 25.—T. K. K. Ginyo Maru.
Sept. 25.—T. K. K. Aroyo Maru.

HONGKONG STOCK EXCHANGE.

HONGKONG, AUGUST 8th, 1921.

OFFICIAL QUOTATIONS

11 A.M.

H.S.B.C.T. T. Ellington on London 2/3, and on Shanghai 5/3.

BANK. Hongkong Bank... \$725 b. ex rights do... \$25 paid \$413 b.

East Asia Bank... \$155 b.

MARINE INSURANCE. Canton Insurance... \$410 n.

North China Insurance... \$144 b.

Union Insurance... \$325 n.

Yangtze Insurance... \$244 b.

Far East Bank... \$22 b.

FIRE INSURANCE. China Fire Insurance... \$120 b.

Hongkong Fire Insurance... \$320 b.

SHIPPING. Douglas... \$54 b.

H. K. Steamboats... \$363 b.

Indo-China (Pret.)... \$38 b.

Do (Dir.) 2371 n. L.R. 255 n. H.K.R.

Shell Transport... 10/26 b. Star Ferries... \$90 b.

MINING. China Sugar... \$192 b.

Malabar Sugars... \$55 b.

Min... Kulin Mining Adm... \$28 b.

Lingast... \$10 b.

Shanghai Loans... \$101 s.

Shai Exploration... \$14 b.

Ramb... \$1 b.

Tropic Mines... \$21 b.

Ural Carpets... \$14 b.

Dock Warata, Godown, etc... \$20 b.

H. K. Wharf... \$10 b.

H. & W. Dock... \$185 b.

Shai Docks... \$15 b.

New Englands... \$121 b.

Lam's Houses & Business... \$12 b.

Central Estates... \$140 b.

Hongkong Hotels... \$210 b.

Humphrys... \$10 b. 10/10 b.

Kowloon Land... \$138 b.

Land Combinations... \$132 b.

West Fortune... \$65 b.

Coron... \$10 b.

Evo Cotton Mills Ltd T231 b 221 s.

Kung Lih... \$10 b.

Loong King Mows... \$17 b.

Shanghai Cotton... \$110 b.

Yangtze... \$100 b.

MINING. Com... \$37 b.

China Hornos... \$14 b.

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China Provisions... \$12,100 b.

Dairy Farm... \$15 b.

H. K. Electric... \$15 b.

Mass... \$15 b.

Hongkong Power... \$15 b.

Hongkong Water... \$12,000 b.

Ice Co... \$10 b.

Peak Tramways (Old)... \$120 b.

Peak Tramways (New)... \$10 b.

Power... \$10 b.

Steam Laundry... \$10 b.

E.W. Steel Foundry... \$10 b.

Water Co... \$10 b.

Wharf... \$10 b.

Wm. Powell... \$10 b.

Wm. Smith... \$10 b.</p

MONDAY, AUGUST 8, 1921.

A R R O W

S H R O T S

**BSA**

CONSISTENT SUCCESSES.

1919. A.C.U. Six days Reliability Trial. B.S.A. won the chief award, the Team Prize and three Gold Medals.
1920. Scottish Six days Reliability Trial. B.S.A. won the chief award, the Team Prize and four Gold Medals.
1921. Paris-Pyrenees-Paris 1250 Miles Reliability Trial. B.S.A. won the chief award, the Team Prize, two gold medals, Pyrenees Cup, Lot and Garonne M.C.C. Cup and Bordeaux M.C.C. Cup, for best Side-car performance in Pyrenees.
1921. Scottish Six days Reliability Trial. Telegram received stating that B.S.A. won five Gold Medals and tied for Team Prize.

The machines used in all these Trials were stock models, the same as you can buy. Can there be better proof of B.S.A. CONSISTENT Reliability?

Full information and catalogues given freely on request.

B. S. A. CYCLES LTD., BIRMINGHAM.

SOLE AGENTS:

WALTER FORD & CO.

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A Cheap Lamp is
an Expensive Light
A PHILIPS LAMP
IS A PERMANENT ECONOMY

SOLE AGENTS

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LAVATORY BASINS.

Round Front, Oblong, Corner, or Pedestal Basins. Fine White Glazed Porcelain, with Nickel Plated or Porcelain Taps. Hot water connections arranged. Moderate Prices. Estimates given.

C. E. WARREN & CO., LTD.

30-32, Des Vaux Road.

The news, on June 30, that the Banque Industrielle de Chine had applied for an order of *Reglement Transcastral* caused no surprise in London; says a Home paper just to hand. It had been common knowledge here for some months that the bank had received assistance from a group of French banks to tide it over certain difficulties which had arisen owing to the fall in values. The suspension, however, is a matter of considerable interest in France and in China, as this important institution was established for the purpose of developing French trade with China. It is stated that in co-operation with the Chinese Government, which was the chief shareholder and chief creditor of the bank, a plan was adopted for the issue of a Chinese loan in France, the proceeds of which were to be devoted partly to the requirements of the Government, partly to stocks to be ordered from French business firms, and partly to put right the position of the bank. The plan seemed satisfactory, and would have saved an establishment that, according to the opinion of the best authorities, had acquired, and fully deserved, in the Extreme East an extremely important position for French industry. Meanwhile, to meet immediate necessities, the bank required further assistance, for which it offered, as security, Chinese Treasury bonds. To liquidate these further assistance was necessary, and this was not forthcoming.

On Saturday afternoon a meeting of the Chinese General Chamber of Commerce was held, the Hon. Mr. Lau Chu-pak presiding over an attendance of about 40 members. A communication from the Society for the Prevention of Cruelty to Animals invited the cooperation of the Chamber in the task of educating the Chinese public as to the proper treatment of birds and animals which had arisen owing to the fall in values. The suspension, however, is a matter of considerable interest in France and in China, as this important institution was established for the purpose of developing French trade with China. It is stated that in co-operation with the Chinese Government, which was the chief shareholder and chief creditor of the bank, a plan was adopted for the issue of a Chinese loan in France, the proceeds of which were to be devoted partly to the requirements of the Government, partly to stocks to be ordered from French business firms, and partly to put right the position of the bank. The plan seemed satisfactory, and would have saved an establishment that, according to the opinion of the best authorities, had acquired, and fully deserved, in the Extreme East an extremely important position for French industry. Meanwhile, to meet immediate necessities, the bank required further assistance, for which it offered, as security, Chinese Treasury bonds. To liquidate these further assistance was necessary, and this was not forthcoming.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE (Direct).

"TEUCHER"	12th Aug.	London, Rotterdam & Hamburg
"THERESIAS"	16th Aug.	London, Amsterdam & Antwerp
"CALCHAS"	30th Aug.	London, Amsterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg
"NELEUS"	13th Sept.	London, Amsterdam & Antwerp

LIVERPOOL SERVICE (Direct or via Continental Ports)

"EURYPYLUS"	8th Aug.	Rotterdam, Genoa, Miles & Liverpool
"CYCLOPS"	19th Aug.	Havre, Rotterdam & Liverpool
"NINGCHOW"	28th Sept.	Genoa, Marseilles & Liverpool
"THESEUS"	20th Sept.	Marseilles, Havre & Liverpool

PACIFIC SERVICE (via Kobe and Yokohama)

"IXION"	24th Aug.	Victoria, Seattle and
"TALITHYBIUS"	1st Sept.	Vancouver

"ATREUS" 29th Aug. via Suez

PASSENGER SERVICE

"ASCANIUS"	8th Aug.	for Shanghai
"THERESIAS"	16th Aug.	for Singapore & London
"ASCANIUS"	7th Sept.	for Singapore & London
"FYRHRUS"	11th Oct.	for Singapore & London

For Freight and Passage Rates and all Information Apply to:

BUTTERFIELD & SWIRE,
AGENTS.

POST OFFICE NOTICES.

REGISTERED and PARCEL MAIIS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

INWARD MAIIS.

FROM	TO	TIME
Japan	Hakodate Maru Summire	
Shanghai		

FROM	TO	TIME
Straits	Arratoon Apac	
Shanghai	Chenan	

OUTWARD MAIIS.

FOR	TO	TIME
Shanghai and Wuchow	Tsinling	4:30 p.m.
*Straits	Calcutta, and ADEN	4:30 p.m.
Philippines Islands	Rajah	5 p.m.
Port Edward	Shambung	5 p.m.
*Shanghai and North China	Tjinanow	5 p.m.
*Shanghai and *North China	Gicalloch	5 p.m.
Amoy	Wingang	5 p.m.
Hainpong	Bengal	5 p.m.
Cebu	Bengal	5 p.m.

FOR	TO	TIME
*Swatow and Bangkok	Chusan	9 a.m.
*Swatow and Bangkok	Loochang	9 a.m.
Shanghai		

FOR	TO	TIME
Swatow, Amoy and Foochow	Tzitaram	1 p.m.
Swatow, Amoy and Foochow	Lokang	5 p.m.
Swatow, Amoy and Foochow	Szechuen	5 p.m.
Swatow and North China	Hinsang	10 a.m.
Swatow, Amoy and Foochow	Tungking	10 a.m.

FOR	TO	TIME
Tourane	Ezador	5 p.m.
*Amoy	Kwei Wah	5 p.m.
Tourane	Arratoon Apac	5 p.m.
Amoy	Sohu Maru	9 a.m.
Tourane	Nanning	11 a.m.
Swatow, Amoy and Foochow	Tillowong	2 p.m.
Swatow, Amoy and Foochow	Chakang	3 p.m.
Swatow, Amoy and Foochow	Hydrange	3:30 p.m.

FOR	TO	TIME
Swatow and Bangkok	Tsingtao	9 a.m.
Shanghai, North China, Japan, via Kobe	Yungang	9 a.m.
Honolulu, Canada, United States, Central & South America & EUROPE	Chins	
Port Edward	Habong	1 p.m.
*Shanghai and North China	Tzitaram	6 p.m.
*Shanghai and *North China	Lokang	6 p.m.
Amoy	Szechuen	6 p.m.
Hainpong	Hinsang	10 a.m.
Cebu	Tungking	10 a.m.

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*Shanghai and *North China	Tzitaram	6 p.m.
Swatow, Amoy and Foochow	Lokang	6 p.m.
Swatow, Amoy and Foochow	Szechuen	6 p.m.
Swatow	Hinsang	10 a.m.

FOR	TO	TIME
Swatow, Amoy and Foochow	Tzitaram	1 p.m.
Swatow, Amoy and Foochow	Lokang	5 p.m.
Swatow, Amoy and Foochow	Szechuen	5 p.m.
Swatow	Hinsang	10 a.m.

FOR	TO	TIME